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PACIFIC FISHERMAN

Fishing Power In Fuca Strait . . p9

Operators' Views On Tuna Duty . p11

AUG 1955

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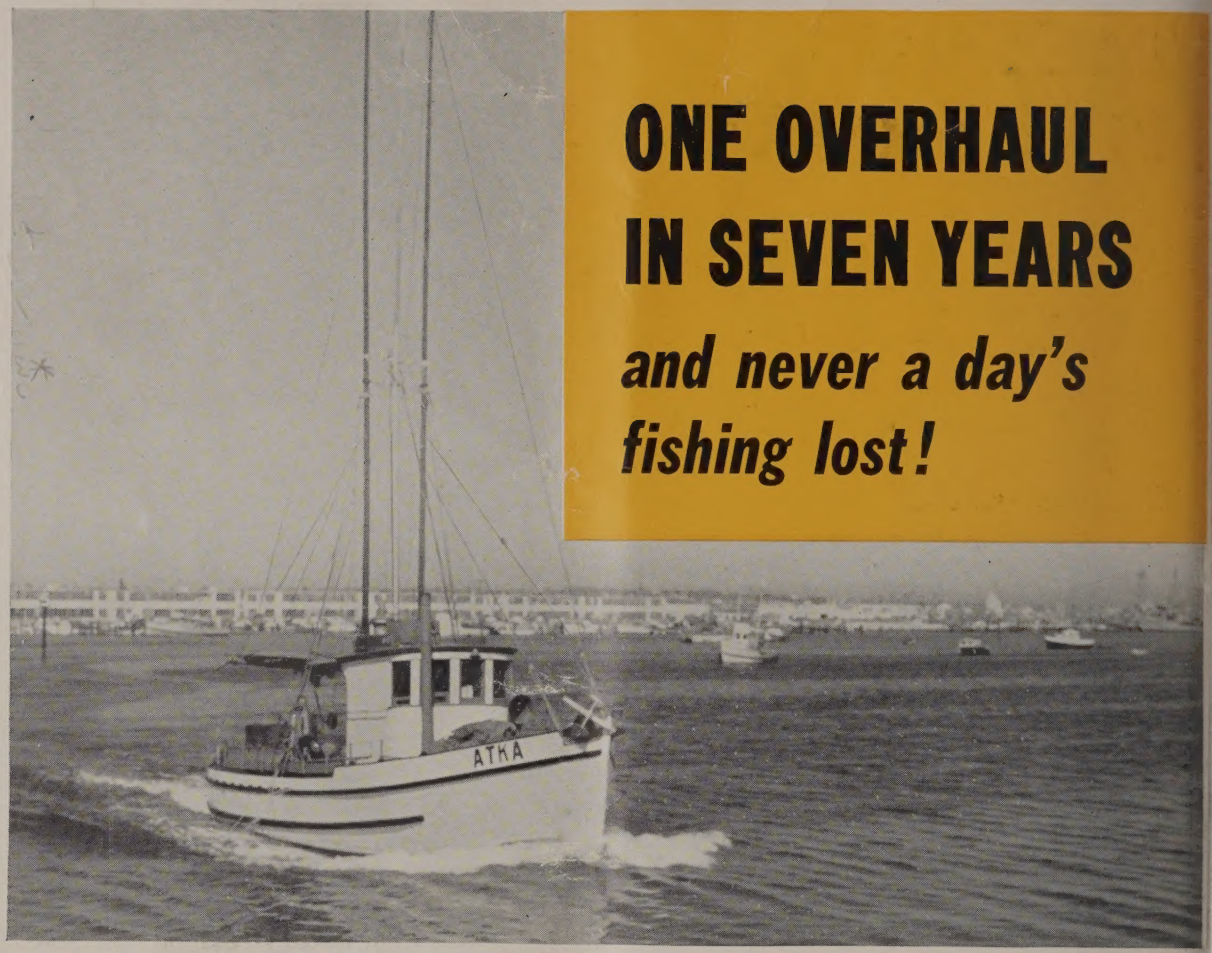

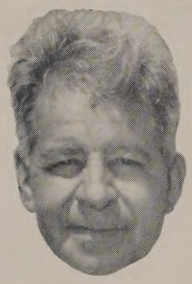

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PACIFIC FISHERMAN

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A MILLER FREEMAN PUBLICATION

R. I. Jackson, newly appointed director of the International North Pacific Fisheries Commission.

Roy I. Jackson Is Appointed North Pacific Fisheries Director

● Roy I. Jackson this summer became permanent executive director of the International North Pacific Fisheries Commission and has assumed the duties at the commission headquarters in Vancouver, B. C.

He succeeds Milton James, who served for more than a year as director with the understanding that he was to be replaced as soon as possible. Dr. H. Kasahara continues as assistant director.

Mr. Jackson comes to his new position from the International Pacific Salmon Fisheries Commission, which he has served since 1938, the last four years as assistant director. He is a citizen of the United States, although he has lived in Canada for many years. Alaska-born in 1916, he is the son of a Juneau halibut vessel owner, and has been intimately connected with fisheries all his life. Finishing high school in Juneau, he secured a B. S. degree from the University of Washington School of Fisheries in 1939; and a degree in civil engineering from the University of British Columbia in 1948.

He is recognized as a thoroughly capable biologist and engineer, with wide experience, and something of a flair for public and administrative relations.

"Conspiracy" Charges are Brought Against Puget Salmon Producers

● Continuing its campaign against the practice of fish producers and operators negotiating a price for fish, the Federal Trade Commission in July accused the Puget Sound Salmon Canners, Inc., Purse Seine Vessel Owners Association, and Local No. 3, I.L.W.U. of conspiracy and stifling of competition.

Similar actions were brought some time ago against Alaska salmon canners and fishermen, Alaska razor clam canners and diggers, and Alaska crab packers and fishermen.

Essentially, the actions are taken under the court rulings that fishermen working on shares are not employes of the companies to which they sell; and are not entitled to the exemptions granted unions of employes. The government contends that an agreement on price of fish is an illegal "conspiracy", just as any other price agreement between groups of businessmen.

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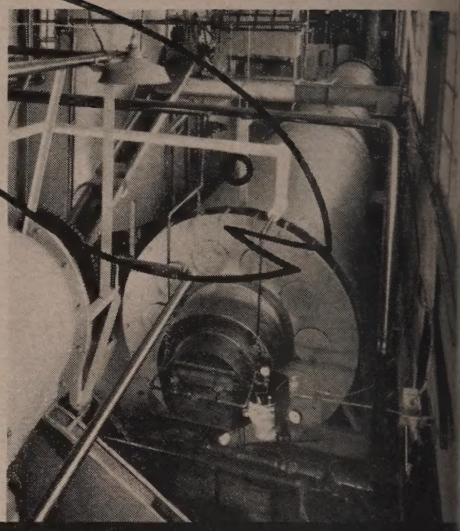

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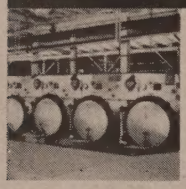

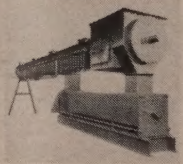

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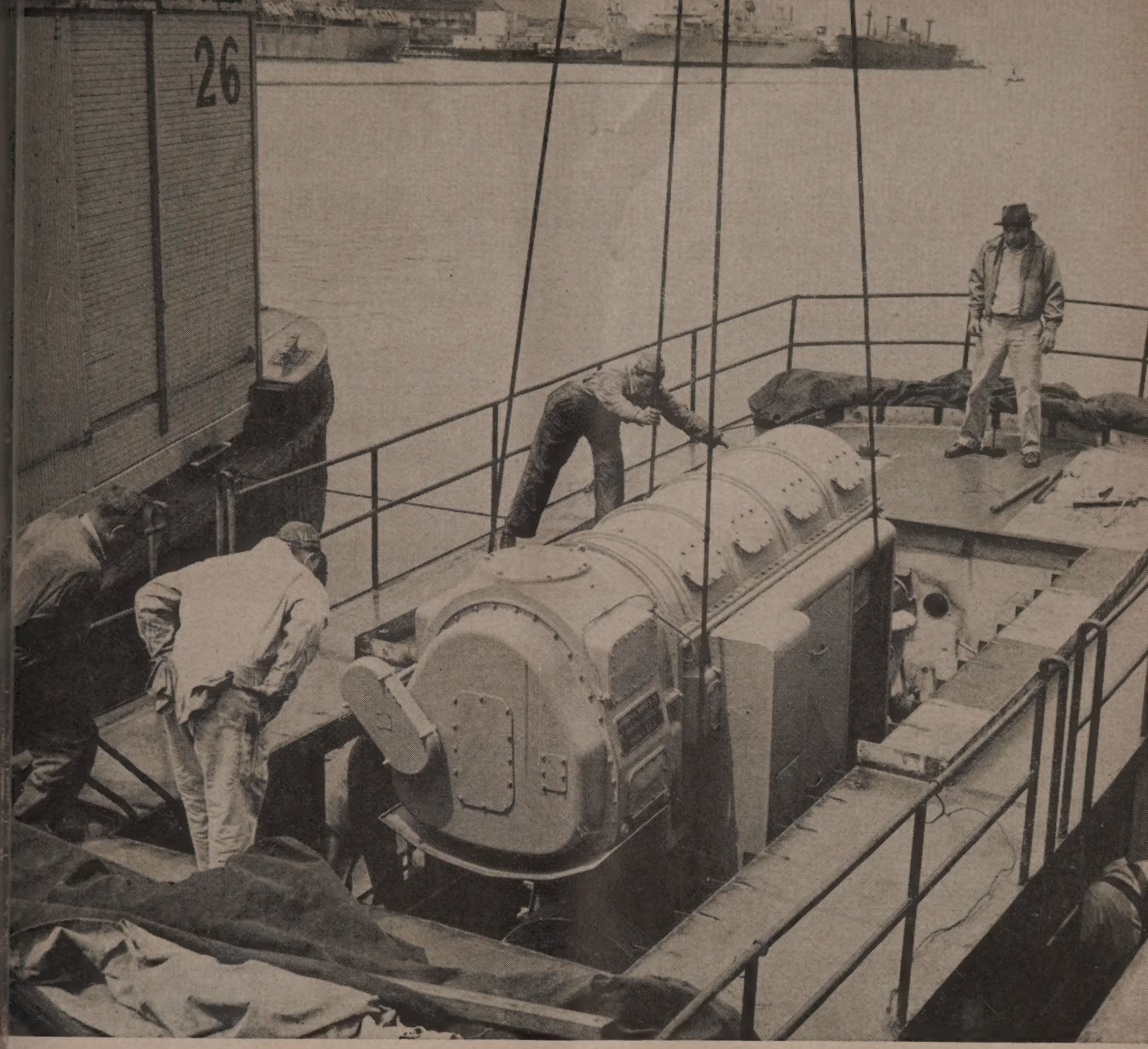

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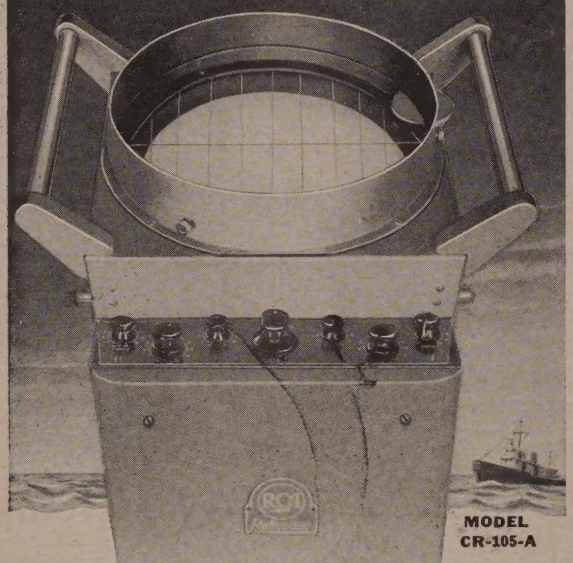

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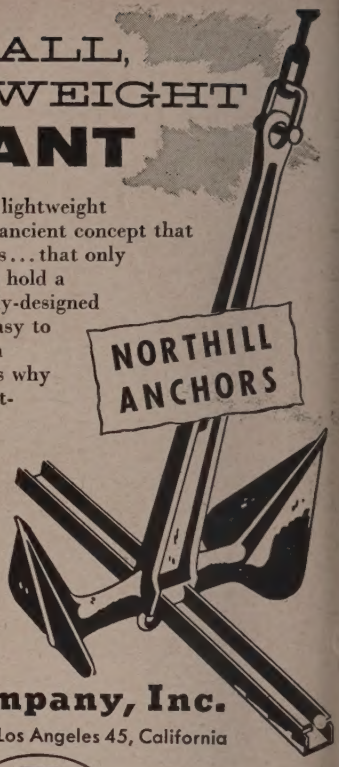

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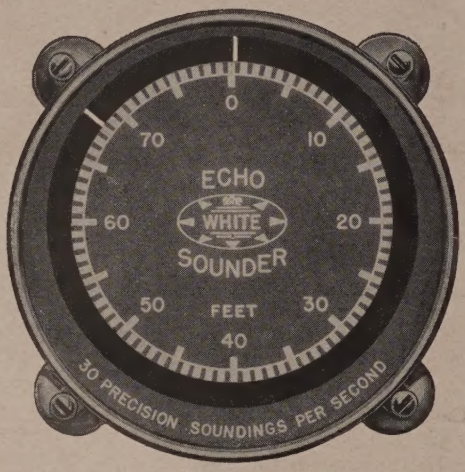

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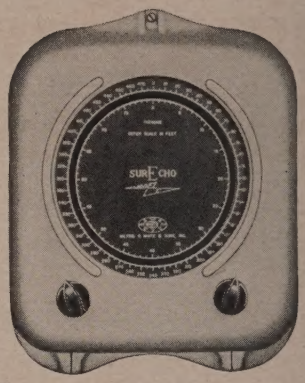

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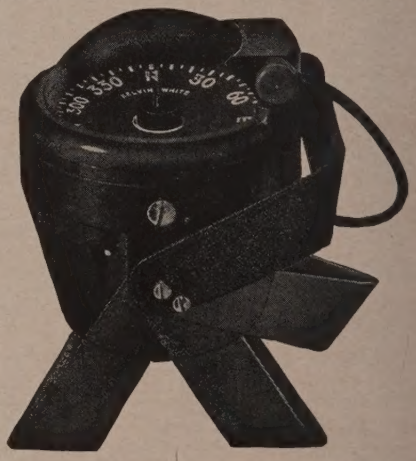

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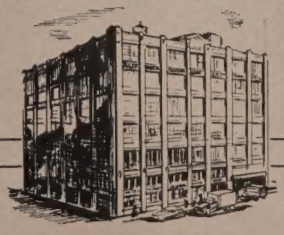

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PACIFIC FISHERMAN AUGUST 1955

Fishing Power In Fuca Strait

And How it Exerts Leverage Supporting Canadian Policy

Fishing power of a new order is ing brought to bear by the Cana- ans this summer at the entrance to e Strait of Juan de Fuca.

A bigger fleet of bigger boats, fish- g bigger and better nets than ever fore, is set to meet the Pink salmon is summer when the run, marshall- g first on Swiftsure, moves in against e Vancouver Island coast in the sec- r from Bonilla Point to Sooke.

Here the fish are in Canadian terri- rial waters, and here in the past few ars the Canadian fleet has come to ke a larger-and-larger proportion of e Pink salmon population entering e Straits.

Canadians are mounting their epped-up drive with two principal jectives:

1. To get the fish, obviously;
2. To provide leverage on American opinion with respect to a Pink salmon research program under a treaty.

● *BLESSINGS* of the Canadian government have been granted specifically to this program. Fisheries Minister James Sinclair repeatedly has urged the Canadian fishermen to concentrate on Pinks in their newly developed Bonilla-Sooks grounds as a means of stimulating the Americans on a Pink treaty.

As recently as June 23, this year, he said in the House of Commons:

"For years we have asked for a Pink salmon commission similar to the Sockeye salmon commission, but there has been a certain reluctance on the part of the United States fishing industry to have such a treaty because they were getting 80% of the catch while we were getting only 20%. In recent years our fleet has stepped-up its catch and reached the position where for the first time they were getting almost 40%. Our fishermen are certainly convinced of the need of a Pink salmon treaty, and at last the United States fishermen are also becoming convinced."

A little earlier, March 21, he was slightly more specific with regard to the augmented fishing effort of 1955. On that day he told Commons:

"For some time we have been negotiating to arrange a similar treaty with the Americans on the Pink salmon fishery, and I think that after the fishing program we have planned for this summer we shall be able to achieve that objective during the fall."

The Canadian fisheries department, by its reduction of the waters open to commercial fishing in the Fraser this season, has exerted powerful leverage to push the gillnetters out of the upper reaches of the river fishery — where the quality is poor — and out to the entrance to the Strait, where quality is prime.

Prediction Pays-Off

● News from the Nushagak was good in July.

The seemingly reckless forecast of a good run, made last fall and repeated last spring by the Fisheries Research Institute in flat contradiction of Fish and Wildlife Service expectations, came true abundantly.

Actual figures for catch and escapement cannot be given here, as at presstime fishing was still continuing and the count of escapement was far from complete. However, the known catch and proven escapement figures were running high in the hundreds of thousands of salmon, abundantly fulfilling the forecast made by Dr. W. F. Thompson and his staff.

Eye-witness reports from packers who have observed the run in their canneries and at the F.R.I. counting station at Aleknagik say that it was very good, in every way justifying the research institute's prediction.

W. C. Arnold, director of the Alaska Salmon Industry, Inc., who came down from Bristol Bay for a couple of days in Seattle said:

"So far as Bristol Bay Reds are concerned, the Fisheries Research Institute evidently has found a method of evaluation which demands an entirely new approach to the conservation and regulation of the Red salmon fishery on Bristol Bay. Packers feel that this year's successful forecast marks a tremendous stride forward in the field of applied salmon biology".

● *JUST HOW BIG* the Canadian fleet will be could not be said certainly at presstime. There were 30 Canadian seiners working the area at that time, but their catches had not been considerable. The gillnet fleet then based on Port San Juan was comparatively small, but there were people in a good position to know who thought that there'd be at least 700 Canadian gillnetters, fishing big nets from capable boats, working from Bonilla east in mid-August.

The Canadian seine fleet out there facing the open sea is made-up of powerful craft, generally heavier than the larger class of the American fleet. As a matter of fact, some 15 of them are vessels which were bought from the distressed California sardine fleet a year or so ago under a special deal which re-remitted duty on the vessels if they are used for ocean fishing. The Canadian herring fleet is composed of big, powerful vessels, and they are out on the Bonilla Coast for Pinks.

● *U. S. FLEET BIG* — Canadians won't have the Pink salmon fishery of boundary waters to themselves, of course; although they are expected to dominate the "outside" operations by wide margin.

The American fleet set for this season is powerful in its own right — perhaps the biggest in any Pink year. That there will be 800 American gillnetters active on Puget Sound this season is estimated by those in best position to make an intelligent guess. One company will have 125 gillnetters operating.

In addition, it is expected that there will be not less than 300 American purse seiners of all sizes working during the Pink run after the middle of August. The resident fleet will be augmented largely by seiners coming south from Southeast Alaska.

American gillnetters are giving the Swiftsure fishery a try this summer also. Two such craft were lying at Neah Bay when this was written, running out to Swiftsure Bank regularly for test fishing. At time of writing they had taken little in the way of salmon, but lots of scrap fish, and one boat had rolled a big basking shark in its net—which put that craft out of commission for several days.

● *BASKING SHARKS*—Speaking of these creatures brings up the fact that they have become such a nuisance that the Canadian fisheries department has equipped the protection vessel *Comox Post* with a specially-designed razor-like ram at the bow to attack the collosal baskers.

This new weapon has been effective, and within a few days more than 60 of the sharks were killed. In one day the bag was 18.

Feeding on the same food as Pink and Sockeye salmon, the sharks attain a length of 30′ or more and frequent the same areas as salmon and are usually most abundant when Sockeye fishing is at its peak.

There is no present commercial use for the basking shark, and its presence in a school of salmon is a fisherman's nightmare. When it becomes enmeshed a net may be ruined in a few minutes.

Harpooning and rifle fire were adopted by fishermen and packing companies, but with indifferent success. The new device is an improvement on one tried out in Rivers Inlet by a fishing company some years ago. The vessel is fitted with a pointed steel ram, sharpened on the forward edge and hinged. When not in use it is carried in a closed position above the water line like a closed clasp-knife. In operation the ram is lowered from the hinge by a cable so that its point and cutting edge is just beneath the surface of the water and facing upwards. Chain braces on either side of the bow keep it firmly in position.

When the sharks are sighted the vessel is steered directly to the school and as the baskers normally float close to the surface individuals are easily picked out and rammed.

● *SOCKEYES FAIR* — First American gillnetters were fishing during the third week in June, but they caught little until the end of that month. Fishing picked up sharply during the first week in July and gillnets took Sockeyes in an astonishingly wide area over the Sound. From the Salmon Bank to Point Robert the first week in July saw gillnets taking an average of from 22 to 23 fish per night. Nothing exciting, but not bad for so early in an expectedly low year of the cycle.

The total daily American catch of Sockeyes in July to presstime was running about 10,000. This was before the seiners started.

Fishing by American seiners started right after July 4, with 40 to 50 boats reported active the following day.

Nominal price offered for Sockeyes at that time was 29c per pound. The fishermen had been asking 30c. These figures are for openly posted prices and are not concerned with deals or bonuses.

According to Loyd A. Royal, director of the Sockeye commission, the early July Sockeyes were of the Early Stuart Lake run; and came in quantity about as expected, perhaps a little below.

The fish were small in size, as compared with the average of recent years but their average size of around 5½ lbs. was close to *normal* for early Fraser Socks.

An Error Corrected

An unfortunate error in the July *Pacific Fisherman* (page 11, column 2) caused some excitement in Puget Sound salmon circles. It was stated that the Nakat Packing Corporation had acquired the American Packing Co. plant at Anacortes. What was referred to, of course, was Nakat's acquisition of the *Anacortes Canning Co.'s* cannery. Our apologies to the American Packing Co. for any inconvenience resulting from this error.

The extra weekly closed period in the Togiak district of Bristol Bay was suspended at the opening of the season in that area, and a slight change was made in the trap-fishing area at Dall Island, Southeast Alaska.

Alaska Starts Slowly

● Early reports from Alaska fishing areas were not encouraging.

Almost constant bad weather prevailed in the Bristol Bay and South Peninsula areas. This interfered with fishing, which apparently would not have been good even under the best of weather conditions.

The Copper River was wound up save for scratch fishing by July 1 and many of the gillnet boats had moved over to Cook Inlet. Pack for the year on Copper River was only about half that of 1954, which was the second-best in history. Consequently, the current year's production for the district was just about in line with the 20-year average.

Cook Inlet was slow getting started. Weather bad; price troubles with the fishermen. Operations stepped-up with the arrival of Copper River gillnetters about the first of July.

Early Chum fishing in the northern part of Southeast Alaska was rather good, but the Reds hoped-for in this run were very scarce. Interestingly, there was an extremely early spurt of Pinks in the Icy Strait areas shortly after July opened, giving some reason for hope that it might be the forerunner of a better-than-expected run. Volume was not sustained, however, and the hope waned.

How California Canners Look at

TUNA TARIFF

• Reaction of California tuna canners to the tariff developments affecting their product during recent weeks was sought carefully by **Pacific Fisherman** just prior to the deadline for this issue. They face a perplexing situation seriously and with real concern, as the following direct quotations and interpretative reports indicate.

The first is in a measure the voice of the whole, with Mr. Morris acting as spokesman for the California Fish Canners Association at a press conference to inform reporters, editors and commentators of the industry position on tuna imports and tariffs.

E. L. Morris, speaking for the alifornia Fish Canners Association: Continued unlimited imports of nned tuna will ruin the entire United ates tuna industry, he said, empha-zing that what is desired by the alifornia tuna canners is a quan-ative limit on imports of canned na, based on an average of the last ve years' imports from Japan—hich have averaged approximately 5% of United States consumption tuna.

He said a quota on unprocessed sh is not desirable unless it is companied by a quota on canned sh; and that the current problems the California tuna industry are ed to the fact that canners must buy nported frozen fish for the survival the industry. If they do not, Jap-nese canners will process catches by panese fishermen and export the nned product to this country to the ination of all elements of the do-estic industry. "Relief on the exist-g tariff, or a quota on canned im-orts, is the real solution of the prob-m", Mr. Morris said.

N. F. Trutanic, Vice president, ar-Kist Foods, Inc., on his return om a two-months trip to Japan:

"The tuna import problem (canned nd frozen) cannot be solved without e aid of the American government." r. Trutanic's conviction is that the panese-United States tuna industries conference could outline the direc-on in which help from the U.S. overnment should come without seri-us dislocation of either the United ates or Japanese tuna industries.

Joseph M. Mardesich, Jr., presi-nt, Franco-Italian Packing Co.:

"We have a market for canned Al-acore. There has not been any local lbacore available since last Novem-er. Therefore, we contracted for Jap-nese-caught Albacore.

"I am opposed to a quota on raw sh imports because I believe it would strict my chances of obtaining fish pack. Since the United States mar-et is the only market in the world for nned tuna, we can't have a quota raw tuna without also having a uota on canned tuna. It doesn't do any good to plug one hole in the dike and let the others flow."

• *Montgomery Phister, vice-president of Van Camp Sea Food Company:*

"There should be a tariff on canned tuna, no matter what the packing medium, sufficient to account for the difference in labor costs between Japanese and American canned tuna. I have believed that the solution of the problem of excess production (import and domestic) of tunafish (fresh or frozen) must be in the form of an absolute or tariff quota on fresh and frozen, established by the United States government. Since the United States is the sole market for canned tuna in the form with which we are familiar, if a quota is not established, it will be a war to the death for the Japanese fishermen and the American fishermen. Somebody is going to get killed."

• *James B. Lane, president of Westgate-California Tuna Packing Co., San Diego:*

"We are dismayed over the concessions granted the Japanese at Geneva, concessions that endanger the economic well-being of the American tuna industry." He further declared that imports of canned tuna can be more of a threat to the United States industry than the imports of fresh and frozen tuna. "We say that the peril point was reached two years ago, when the flood of Japanese imports began to depress prices of the American commodity."

Japanese Reaction To Tariff Concessions

Japanese tuna interests, officially informed of the U.S. tariff concessions decided on at the Geneva conference, are especially pleased at the reduction in the rate on tuna in oil from 45% to 35%, which will enable some packers to pack in this style for export, *provided* the raw-fish price falls to lower levels.

In general the Japanese industry feels quite satisfied with the agreement, though the tuna interests, says our Tokyo correspondent, are "too oppressed and occupied with the more imminent problems" to express any general views on the subject.

Japanese Albacore Price Slightly Advanced

With entrance of the Frozen Albacore Joint Sales Society (handling sales to U.S.) in June, the dockside price of Albacore in Japan took a turn upward, after months of depression. Earlier landings had been heavy, but dropped sharply in mid-June. The Society is said to have been offering slightly more than the "check" price of $270. At one time the situation between canners and fishermen became so strained that a boycott was threatened, but with the improvement in price it did not materialize.

California Canned Tuna Pack, — May, 1955

(In cases of 48 cans, except as indicated)

White Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
1 lb.	304	...	...	...	...	...	...	304
½ lb.	65,660	208	22,383	22,891	522	...	...	111,664
¼ lb.	5,992	671	..	...	...	...	...	6,663
½ lb.			..				3,376	3,376
TOTAL in ½ lbs.			..					**118,980**
Light Meat								
4 lb.—12s	102	...	386	...	...	...	...	488
1 lb.	244	191	653	1,304	...	...	...	2,392
½ lb.	107,633	3,593	378,437	80,476	4,510	2,328	...	576,977
¼ lb.	3,463		...		..	1,350†	...	4,813
½ lb.	...	...			..		3,104	3,104
TOTAL in ½ lbs.	...	...	..	...	...	...	...	**596,225**
TOTALS	**183,398**	**4,663**	**401,859**	**104,671**	**5,032**	**3,678**	**3,104**	‡**715,205**

*Tuna Specialty Products, converted to ½ lbs.
†¼-lb. (100s).
‡Total case pack converted to ½ lbs.

Tuna's Economic Stress Cuts Pack in First Half

● Strain on the circumstances binding the California tuna industry in a strangling economic tangle tightened as summer advanced and the industry studied the effect of the tariff concessions which bind tuna-in-brine to a 12½% tariff and drop the duty on tuna-in-oil from 45% to 35%.

At presstime it was still too early to determine effect of these tariff actions on American production and marketing.

However, volume of tuna canned by California packers—including the pack made from imported frozen fish as well as the domestic catch—to June of this year was about 1,000,000 cases short of production in the first five months of 1954.

For the first three months of 1955, Bureau of Census figures on imports of tuna canned in brine into the United States (all countries) indicated a lesser amount for 1955 than for a similar period in 1954: 6,970,000 lbs. as compared to 7,612,000 lbs. However, imports of Albacore canned in brine from Japan showed an *increase* for the three-month period over 1954.

Charles Carry, executive director of the California Fish Canners Association, and Harold Cary, general manager of the American Tunaboat Association, spent much of June in Washington, D.C., as advisors to the delegates of the tuna sub-committee of the California Interstate Cooperation Commission. The delegation from California, headed by Maurice Sparling, state superintendent of banks, worked many hours interviewing government officials and agencies, including Herbert Hoover, Jr., State Department Under-secretary. Immediate goal of the delegation was to secure some kind of relief for the tuna fishermen whose catch was being held in the refrigerated holds of their boats because canners could not take the estimated 15,000-ton pile-up of domestically produced tuna.

Mr. Hoover and others indicated that the government would "explore" the situation and undertake a long-range study of the problems of the tuna industry, and the threat to that industry from canned and frozen imports.

In late June Milo Moore, named technical assistant to the Senate Committee on Interstate and Foreign Commerce, was scheduled to undertake a study of the tuna industry in San Pedro and San Diego immediately.

Among possible aids to the California tuna industry discussed in the Washington conferences were assistance from the Small Business Administration for tunaboat owners who could not unload or whose investment in their boats was threatened because of inability to complete the number of trips per year needed to meet expenses, etc.; a request to the Defense Department that it make special purchases of tuna from the 15,000 tons aboard boats now in port; and, of course, the overall urgent plea for relief on frozen and canned tuna by a quota based on a "fair" share to Japan of the tuna market of the United States.

During the "if-and-but" stage of the California tuna industry's relation to imports, largely from Japan, and possible government action, the San Diego Chamber of Commerce issued a special report on the industry, which has always represented a sizeable income to the southern port.

The report states that in 1949-1950 there were six canneries in San Diego; in 1955, only three, one of which is not now operating; in 1949-1950 approximately 3,000 persons were employed in San Diego canneries; in 1955, about 650 so employed.

Electrical Tuna Fishing Test at Samoa

To extend its recent experiments with electrical tuna-fishing devices, a Japanese experimental station in June sent its 166-ton boat *Sagami Maru* from Misaki to Samoa to join the mothership *Saipan Maru's* fleet. She will engage in conventional longlining, but also carries two sets of electro-fishing equipment which will be personally handled by the designer and maker, Yukimasa Kanematsu. The latter will return to Japan via Hawaii after two test trips around Samoa, while the *Sagami* will remain in Samoan waters through September.

Kanematsu is using two electrical generators in conjunction with 16 special long-lines with a total of 160 hooks. Results of each test will be radioed to the fisheries experimental station at Misaki.

National Marine Terminal Buys Sun Pacific Fleet

Purchase of the entire Sun Pacific, Inc., fleet of tuna boats by National Marine Terminal of San Diego and Paita, Peru, was announced July 5.

The transaction includes a fleet of about 15 bait boats and purse seiners, plus the refrigerated motorship *Puerto del Sol*, which at the time of announcement was lying at the Westgate-California cannery in San Diego waiting to be unloaded.

Also included in the deal are refrigerated facilities at Puerto Colorado, Peru.

The National Marine Terminal fleet supplies the Westgate-California tuna cannery, which also takes tuna from the freezership *Spicewood*, which was scheduled to leave for Peru again in July.

Jack Crivello, president of Sun Pacific, Inc., was in Peru in July to supervise transfer of ownership of the vessels, most of which currently are fishing off Peru.

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Pesquera del Pacifico cannery at Sauzal, Lower California, viewed from the pier at which vessels berth to discharge their catches. Note on the left the fish elevator which delivers the sardines to the belt conveyor running into the plant.

ENSENADA—

Mexico's Fish-Canning Center

● As Mexico's industries are growing, so grows Ensenada, port of Baja California, and center of sardine, mackerel and abalone fishing and canning.

At Sauzal, a few miles north of Ensenada, is located Pesquera del Pacifico, considered to be Mexico's largest sea products canner, with Francisco A. Morales Jr. as general manager.

The pack of sardines and mackerel is sold domestically, through four sales zones, centering with the sales company, Productos Mexicanos, S.A., under General Manager Jose Diaz y Diaz, Mexico City.

Production of Pesquera del Pacifico S. de R. L., during 1954 included 33,000 cases of canned abalone and 223,000 cases of canned sardines and mackerel.

Pack of Pesquera Peninsular S.A., in 1954 was 15,227 cases of canned abalone and 110,849 cases of sardines and mackerel.

Six sardine boats leave from the Sauzal pier each evening, weather permitting. There is no closed season. They are the Atlas-powered *Portola, Sunrise, Texas, Marino I;* and the *Virginia,* working with a Caterpillar; the *Marino II,* with an Enterprise.

Officials at the cannery state that the 1954 season for sardines was much better than in 1953, and that Pacific mackerel production was greater in 1953 than in 1954. The fleet working from Ensenada is equipped to go as far or farther than 100 miles offshore, although in good production times the Todos Santos Bay area yields good sets of sardines and mackerel. Sardines bring the fishermen about $30 per ton.

Principal sardine labels are *Cal Mex, Economy, Ensenada* and *Vaquero;* major abalone labels: *Cal Mex, Ocean Garden* and *Sky Ship.*

Recently installed at the plant is a suction pump for unloading fish. The

Ernesto Moreno, left, superintendent of Pesquera del Pacifico at Sauzal; **Guillermo Corral R.** superintendent of Pesquera Peninsular, Ensenada; and **Francisco Morales II,** son of the genera manager of both companies.

High standards prevail throughout the Baja California fish cadel Pacifico, Sauzal. Plant employes are intelligent, neat and well-trained. Equipment is excellent and modern, and product quality control is exacting.

annery also produces and cans its wn tomato sauce.

Ramon Millan is office manager f Pesquera del Pacifico; Ernesto Mo-eno is plant superintendent. The Sau-al cannery is owned by General Abe-ardo L. Rodriquez, as well the sub-diaries, Cia. Maritima Industrial y Mercantil, S. de R.L., which operates he Turtle Bay abalone cannery; and esquera Peninsular, S. de R.L., En-enada, producing abalone, sardines, nackerel and fish meal and oil.

At the latter cannery, Guillermo Corral R. is manager. The fleet con-ists of *Peninsular*, the former *Rich-ess* of California, Capt. Sebastian Diaz; *Juanillo*, formerly the *J. T. Mar-inolich*, Capt. Jose Duarte. Seine for his boat was recently supplied with a synthetic fiber sack by the Wm. H. Hutchison & Associates. San Pedro. Other boats include the *Obregon*, Capt. Cornelio Zavala, and the *Augustin*, the former *Sunlight*, Capt. Balino Corrales.

The cannery's equipment includes an oval line with two Luthi cutters and an oval labeling machine, sold through National Labeling Machine Co., Los Angeles. Installation of fish oil and meal equipment was to be completed early this year. It has capacity for 7½ tons of fish per hour. Two new Continental closing machines were installed in the cannery in 1954 and a tender, *Hidalgo*, purchased from Seattle, was added to the fleet.

Labels include, for sardines, mackerel and abalone, *Peninsular*, and some abalone is packed under *Cal Mex*.

The Ensenada fleet is serviced by a boatyard at Sauzal, Astilleros Sauzal, with a 1000-ton marine railway and repair facilities. With the recent completion of the 500′ breakwater at Sauzal, seiners can unload in quiet water.

Another major canner at Ensenada, working sardines, mackerel and abalone, is La Industrial de Ensenada, with Victor Salazar as manager. The fleet consists of *San Louis*, *Imperial*, *Tepeyac*, *Del Mar II*, *San Antonio* and *Polaris*.

American Can Co. equipment is installed in this plant and sardines, abalone and mackerel are sold in Mexico

Pesquera Peninsular modern fish cannery in the foreground and behind it the city of Ensenada, Lower California. Guillermo Corral R. is manager of this plant, which is owned by General Abelardo Rodriquez, former president of Mexico.

Modern in all respects, the Pesquera del Pacific cannery has full inter-com and radio telephone communications. Here is Ernest Moreno, superintendent, mike-in-hand.

under such labels as *Del Mar, Dolores.* Richard Glass Co., Los Angeles, is broker.

For transporting abalone from camps below Ensenada for canning at the La Industrial plant, two tenders are used, *Gloria H II* and *Dolores.* Divers for abalone, fishing off Baja California, live aboard the *Marinera* and the *Manuel M. Caro.*

Enrique Vargas is plant superintendent, and associated with Victor Salazar in the cannery are his brothers, Louis and Hector.

A suction unloading pump for sardines and mackerel, using a Fairbanks-Morse motor, was recently installed.

Raytheon Manufacturing Co. Fathometers have recently been installed on the *Juanillo, Obregon, Marino II, Sunrise* and *Texas,* reports the Ensenada marine supply firm.

Marine Products Co. of San Diego, with Lucian K. Small as president, figures actively in the Mexican abalone industry, as world distributor for the principal producers in Sauzal and Ensenada. The major part of the export trade goes to the Orient.

Cia. Maritima Industrial y Mercantil cans abalone at Turtle Bay; and the Sauzal cannery works its subsidiary at Cedros Island, under the general management of Francisco A. Morales, Jr.

In 1953, the Cedros cannery produced 24,797 cases of abalone in 48/talls, 1-lbs., as well as 54,987 cases of sardines, 72/8 oz.

Abalone is taken at such areas as Cedros by the use of diving teams, working from "pangos," using 25-hp. Evinrude or Johnson motors. May through December are considered to be the best months for diving for abalone.

Pesquera del Pacifico maintains three vessels for transporting the canned abalone to Sauzal for labeling and shipping: *Ariel, Sauzal II* and the *Richmond.* The *Ensenada II* makes the run to Acapulco and Mazatlan with a share of the cannery's production of sardines.

At last report of *Pacific Fisherman,* Mexican law prohibits the drying of abalone and requires processing into 1-lb. talls. It takes five tons of abalone, it is said, to produce 1 ton dried. The yield for canned is 40 cases per ton.

All fishing for abalone is done through the cooperative organizations, several of which are centered in Ensenada. Most of the camps are located between the 26½ and 28½ parallels and diving is generally done in 3 fathoms.

Sauzal cannery of Pesquera del Pacific is a modern establishment with refrigeration, and is served by a boat yard with haul-out facilities.

Japanese Salmon Catch Is Heavy in June

With 12 motherships and about 338 fishing boats in the Aleutian area, 2 motherships and 58 boats in the Okhotsk, the Japanese high-seas salmon catch to June 24 showed a grand total of 22,453,814 fish, or almost half the 1955 "target" figure of 47,-296,000 fish taken in about one-third of the season.

By species, the catch included 5,768,761 Reds; 4,042,036 Pinks; 12,-631,692 Chums; 2,707 Silvers and 8,618 Kings. The Aleutian catch was 20,574,638 fish, including 5,746,941 Reds and 11,229,060 Chums.

With this encouraging record, some ventured the forecast that the final wind-up will show a catch far above the "target". Our Tokyo correspondent says the operators seem "more concerned than rejoiced" at this abundance, which will be costly to them on the basis of their prices to gillnetters.

The increase is ascribed to cumulative "know how" among the fishermen, as well as to increased amount of gear—up to 280 shackles or more at a time.

Major packers are endeavoring to increase sales of their canned packs in the domestic market, in addition to their frozen, fresh and salted fish. They also put great hope in discussions under way in Tokyo at the end of June between British and Japanese government officials.

Consumers throughout Japan are buying salmon at appreciably lower prices than last year, though it still ranks as a high-priced food.

Hokkaido Gyogyo Kosha recently got permission to employ a great many transports of 90 to 500 tons, including a number of reefers, to carry Chum and Silver salmon from their *Ginyo Maru* in Okhotsk Sea (which has no canning equipment) to Hokkaido canneries at Monbetsu and Abashiri, resulting in unusual activity at those points; and other cannery towns on Hokkaido , as well as Aomori on Honshu, are also affected.

Matsumoto Heads Tokyo Canned Tuna Sales Co.

Giichi Matsumoto, managing director of the Tokyo Can Manufacturing Co., Ltd., and a director of the Tokyo Canned Tuna Sales Co., Ltd., was elected president of the latter concern at the end of June, succeeding Seiichi Shibano, resigned.

PACIFIC Fisherman's NEWS

AUGUST 1955

nitial Albacore ishing is Light; rice Unsettled

First week of July is traditionally hen Albacore first appears off Mex- o and Southern California.

At this issue of *Pacific Fisherman's ews* was prepared for press, very ttle Albacore in commercial tonnage ad been delivered to San Diego, and ie price was unsettled. One canner idicated willingness to pay $350 a n. The California Commercial Fish- rman's Association, Terminal Island, rough its new manager, Pete Repo- ich of the bait boat *U & I*, stated it as seeking a $360 a ton level.

What the price of Albacore for the omestic fleet will be is necessarily ed in with the "check price" of apanese Albacore, plus the cost of nporting the frozen product to the alifornia canner, freight and hand- ng charges.

Reports from Japan involving the stablishment of a cooperative sales ssociation to handle the export of rozen tuna, under supervision by the apanese government, give the check" price for Albacore, as of une 3, to be $270 a ton, placing the verall cost of tuna to the California annery-importer at around $330 to 340 a ton.

Comments from some individuals n the know in the California tuna ndustry indicate that there was good eason to believe that this new $270

(*Continued on Page* 19)

Glad to be Back—These three tuna skippers, pictured in the office of the Fishermen's Cooperative Association, San Pedro, had just returned from southern waters, where their vessels had been detained and fined by Ecuador and Peru. They are, from the left: Capt. Nick Mezin, **Western Pride;** Capt. Matt Karmelich, **Stanford;** Capt. John Gradis, **Santa Ana.**

Tuna Deliveries Balance Withdrawals for Packing

● Production of tuna by American purse seine and live bait fleets in early summer equaled in tonnage what was being unloaded from boats long in port, creating a balanced situation where little headway was made toward reducing tuna tonnage held in port for unloading by Southern California canneries. This tonnage was estimated from 13,000 to 15,000, Yellowfin and Skipjack.

There were also a good number of bait boats and tuna seiners at sea and fairly consistent weekly returns to San Pedro and San Diego. During the week of June 19-25 eight bait boats and 14 purse seiners flumed in San Pedro, plus 14 boats with local Bluefin. At San Diego, five bait boats discharged cargo held by their brine refrigeration systems.

Further, a sizeable amount of tuna waited in Southern California ports aboard the reeferships *Puerto del Sol* and *Spicewood,* plus more than 500 tons on the *Western Ace* in Long Beach.

● Anthony Sokolich, secretary of the ILWU fishermen's Union, San Pedro, on June 30 announced a considerable amount of rejects in the tuna being discharged at canneries. He said that for each ton of Yellowfin lost in

(*Continued on Page* 27)

'Alaska Queen" Lands eason's Top Fare

A Canadian boat, the *Alaska Queen,* n June 23 landed the largest halibut are sold on the Seattle Halibut Ex- hange yet this season, hailing for 00,000 lbs. This included 50,000 lbs. f mediums, which brought 19½c; ,000 lbs. of chix and 49,000 lbs. of arge, sold at 14c per lb.

Dragger "Kiska" Lands Big Fare at Astoria

What many waterfront observers thought was the largest single delivery of groundfish ever landed at Astoria —about 145,000 lbs., caught off Coos Bay—was brought in June 22 by the 80′ trawler *Kiska,* owned by the Columbia River Packers Association, Inc., and skippered by Jim Venable.

"Norab" Is Wrecked

Some time ago *Pacific Fisherman* reported that the *Norab,* a Southern California vessel, was fishing in Australian waters. A recent letter from W. Croft, a subscriber in Tasmania, states that *Norab* was wrecked at Hills' Gate, the very narrow entrance to MacQuire Harbor on the west coast of Tasmania, where heavy tidal currents prevail.

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Initial Albacore Fishing Light; Sales at $350

(Continued from Page 17)

check price would be observed earnestly by exporters of frozen tuna in Japan. The amount of frozen Albacore imported by Southern California canneries from January 1 through June 25 was 11,253 tons.

The domestic Albacore fisherman is in the process of studying the fact that the United States has agreed to "bind" the duty-free status of fresh or frozen Albacore. The duty-free status of other species of tuna continues, but is not bound by the agreement.

The state of the domestic Albacore fishery would also be affected this year, fishermen know, by the amount of imports of canned Albacore in brine from Japan, a pack which sells for about 10c a can less than the domestic pack.

Domestic packers of Albacore state they cannot rely entirely on the seasonal production of the Pacific Coast fleet and on this resource alone, which is unpredictable and which has not been able to meet the canner-consumer demand for this highly regarded species of tuna.

Among the first boats delivering Albacore to San Diego this season were the *Betty G* and the *Mary Jack*, both jigging. The *U & I* delivered Albacore to San Pedro fresh fish market, receiving approximately $400 a ton, but the delivery was light.

How large the Pacific Coast Albacore fleet would be this summer was a matter of speculation, depending on what price the fishermen could expect and the size and availability of the schooling Albacore from the offshore waters of Mexico and on north. In some years past the fleet has risen as high as 3,000 boats. Albacore fishermen, many of whom also troll for salmon, are hoping desperately for a good season and a price at which they feel they can operate their boats at a reasonable profit.

Matt Dragich, new assistant manager of the Fishermen's Cooperative Association, San Pedro, organization of purse seiners and net boats in the Los Angeles harbor area.

National Boat Owners Organization in Prospect

There is a definite possibility that there may soon be formed an organization of boat owners on a national scale, reports Mason Case, manager of the Fishermen's Cooperative Association, San Pedro.

In addition to support from groups on the Pacific Coast, Mr. Case states that John L. Linehan, manager of the Seafood Producers Association of New Bedford, Mass., is interested in the formation of the national organization.

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GM DIESEL
CASE HISTORY No. IIEla-31

BOAT AND OWNER: 55-foot fishing boat NORTHERN LIGHT, owned and operated by Jonas and Hans Hoddevik, Seattle, Washington.

INSTALLATION: GM "6-110" 2-cycle Diesel replaced 4-cycle Diesel. Turns 50" x 38" propeller through 3.7:1 reduction.

PERFORMANCE: Trawling speed increased almost 2 knots; pay load capacity higher with GM Diesel power. Extra speed means an extra trip per season. Boat now has almost three times as much power. Space saved with GM Diesel permits carrying 400 extra gallons of fuel.

Trawls 25% Faster - Hauls more Halibut

Since he Switched to General Motors 2-Cycle Diesel Power

IF YOU'RE looking for more power to haul bigger pay loads faster take a close look at a General Motors 2-cycle Diesel.

You'll see an engine that costs less to buy, less to run and less to maintain than other Diesels of comparable power.

You'll see a smaller, lighter, more compact engine that fits where other Diesels won't—that burns fewer gallons of safe, low-cost Diesel fuel—that accelerates faster than 4-cycle Diesels because it delivers power on every piston downstroke, not on every other downstroke as in 4-cycle Diesels.

And you'll see a Diesel that's backed by a widespread network of GM Marine Diesel distributors who cover the water front supplying fast service and quick delivery of low-cost factory parts when and where you need them.

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Here's Capt. Trygve Mathisen's halibut vessel **Yaquina** ready for sea with her new Caterpillar diesel, which delivers 170 hp. through a 4.4 to 1 Snow-Nabstedt reverse and reduction gear and an Olympic propeller.

What Hit Halibut?

● Halibut productivity for 1955 was pounded by the worst weather of any year since the International Halibut Commission has controlled the fishery; and lashed by economic conditions which cut the heart out of shares.

Weather conditions take the major blame for unproductive fishing. They worked against the fleet at every turn, and the commission's careful record of boat-days lost to weather show that the adverse effect this year was greater than in any previous season of which there is accurate record.

● *JUST HOW BAD* conditions were is evidenced by the fishing season in Area 3A, closure of which was announced for July 26. This closure date, made public July 8, compared with a July 12 closure in 1954. The difference in the length of season is even greater than would appear, however, as this year fishing started May 12, four days earlier than in 1954.

In short, the Area 3A fishing season this year is 76 days long, compared with 58 days in 1954.

The second season for Area 3A and Area 2 will start August 5 at 6 in the morning, as provided by the regulation for occasions on which the first season does not close by July 17. When such a condition occurs, the second seasons start 10 days after the closure of the latest of the first seasons.

The third season for Area 3B will run from Aug. 20 to Sept. 12; when Area 1A also will close.

● *CATCH SHORTAGE* of 4,000,000 lbs. under the quota was registered in Area 2, which closed June 5 after 24 days of fishing, compared with 21 days in 1954.

Failure to come closer to the quota is ascribed by the halibut commission staff to the marked deterioration of the weather during the last six days of the open fishing period, when it was not practicable to extend the fishing period because of the impossibility of notifying all vessels.

● In seeking to allocate responsibility for the halibut situation this season, best-qualified observers are inclined to put weather conditions first, by a long way.

Another factor, which some give second importance, was the obvious inclination of the Area 3 vessels to take their fish to the railhead ports, rather than to deliver them in Alaska. Indicative of this was the fact that Seattle got a very much larger percentage of Area 3 fish than in 1954. Reason for making the longer runs to market of course was the weakness of the price structure and the desire to benefit from the higher bidding at the railheads.

Third was the availability of the fish. "Availability" is a good word to use when you don't know whether the fish were there; or whether you just couldn't catch 'em.

The fishermen said halibut were "scarce." The commission staff is inclined to say fishing was "spotty." Some fishermen thought that the weather conditions affected the behavior of the fish themselves as well as the ability of the boats to run gear.

Whatever the reason, climatological or biological, it took longer to take a trip of fish. That much is sure. There'll be a lot of figuring done at Halibut Commission headquarters in coming months in an effort to arrive at a determination of the real *abundance* of halibut on the banks in 1955.

● *PRICES* were right down with the fish. Seattle market looked up a lot in July, true; but average figures were just about 5c per lb. under those of 1954 as Area 3A fishing ran toward its close—and this in spite of the relatively limited landings and the considerable extension of the period over which the fish were available for fresh shipment.

Moving from June, with Large halibut at 14c, the price of this grade went up to 15c in July on the Seattle board, and there it hung firm. Bidders worked up and down the price scale on mediums, but the market was made fast to 15c for whales.

Result was that sometimes the Large in a fare weighed-out a long way short of the hailing.

● *FINANCIAL* matters were looking up for one element of the halibut picture at least.

The Halibut Commission's appropriation from the United States this year was fixed at $94,110 by the Senate-House conference committee, almost doubling the $49,750 under which the commission has been operating for some time. (Amounts given are matched by Canada, of course.)

This year the House approved $64,110 for the Commission, but in conference this was raised $30,000 to the Senate figure.

The increased appropriation will permit the commission to operate on a more adequate scale and will relieve the critical curtailment of its activities which has been necessary in recent years due to rising costs and income fixed at a low level.

Northern Light Burned Off Point Descanso

Northern Light, one of San Diego's best-known bait boats, burned and sank five miles west of Point Descanso, June 27. Skipper and crew were rescued by the tunaboat *American Boy*.

William Hoss is managing owner of the clipper, which was built by Campbell Machine Co. in 1936. The vessel was one of the first to use a depth recorder on a tender for locating schools of bait.

Crew aboard the 90′ vessel included David Rico, Orval Benkosky, Jesus Reyes, Miguel Butchart, Valentine Villavicensio, Francisco Villavicensio, Jesus Peralty and Miguel Sarabia.

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

"Cobb" Gillnets Catch Salmon Far Beyond Continental Shelf

● High seas gillnet catches of salmon were made early this summer by the exploratory vessels *John N. Cobb* of the U. S. Fish and Wildlife Service fleet, fishing 65 to 100 miles offshore from Vancouver Island north to positions off Southeast Alaska.

A number of the fish taken in the *Cobb's* gillnets were in condition so they could be tagged; which may provide data as to their streams of origin.

One gillnet set made off Dixon Entrance produced more than 50 fish, including Silvers, Pinks, Chums and Reds.

Silvers and Reds were most abundant in the *Cobb's* offshore catches as a whole.

The *Cobb* left Seattle June 23 on a three-months cruise in the waters from Northern Vancouver Island to Unalaska Island. The vessel, playing a cooperative role in the research activities of the International North Pacific Fisheries Commission, will seek information on the pelagic distribution, abundance, and racial composition of salmon found in the Gulf of Alaska and adjacent waters. The investigators will attempt to catch salmon in condition for tagging and will take sample collections from various stations for life history studies.

A variety of fishing gear will aid the scientists, including nylon gill-nets, surface long-line gear, and trolling lines. A series of East-West stations will be fished at 60 miles intervals across the Gulf of Alaska. Special attention will be given to an area Southwest of Kodiak, Alaska. This area is reported to be rich in "feed" and a possible concentrating area for offshore salmon. Personnel aboard the *Cobb* include an array of biologist and oceanographers from the University of Washington and the Fish and Wildlife Service.

The *Cobb's* activities have recently been placed under the supervision of Donald E. Powell, who worked as fishery engineer aboard the vessel for several years before leaving for Washington, D. C., where he became chief of the Exploratory Fishing and Gear Development Section. He returned to Seattle in June to replace Joe Ellson who resigned to accept a position with Snug Harbor Packing Co.

Salmon in Lake Cushman

Department of Fisheries biologists were recently startled by the report of a 12½ lb. salmon being caught in Lake Cushman, Wash. The fact that the fish managed to live in the lake was not nearly as confusing as to how it got there. There has been no access to the lake from Puget Sound in a number of years and no known plants of salmon in the lake. Two witnesses were reported to have seen the fish captured and Washington Fisheries Department biologists identified the fish, so unless the witnesses change their story one will have to accept it as fact. Several postulated theories have been accidentally included in a plant of fry trout, or may have been rare case of one of Nature's ways of spreading life., Washington biologists who examined the fish accepted the story at face value, but were somewhat reserved apparently feeling someone might be tugging on their leg. Nevertheless, fishermen who dislike the offshore weather might try trolling in Lake Cushman.

New Boat Lands First Albarcore Fare

There's a new boat fishing out of San Diego, the 45′ *Betty-G*, a "backyard" craft owned by Nels Grofthoidt, and built on a Boyce design. All-electric, power is by a 6-71 General Motors diesel, with a 2-71 auxiliary.

Betty G delivered the season's first commercial fare of Albacore at San Diego—five fish, averaging 12 lbs. each—to Van Camp Sea Food Co.

Cypress, Fidalgo Island Packing Co.'s 75-ft. cannery tender, was repowered this spring with a 190-hp Murphy diesel equipped with a 3:1 Snow-Nabstedt manually operated reverse and reduction gear. The new propeller was a 50 by 36 Wirkkala. The engine was supplied and installed by the Alaska Pacific Supply Co., Seattle.

"Scofield" on Tri-State Ocean Research Projects

The California research vessel *N. B. Scofield* will leave San Pedro in mid-July for a six week cruise. The vessel will be engaged in trawl studies under the auspices of the Pacific Marine Fisheries Commission. Studies will include work on mesh, selectivity and tagging bottom fish, truecod and blackcod. The *Scofield* will work off Northern California during the first several weeks of the investigation and off of Oregon and Washington during August. Biologists from California and Washington will participate in the studies. The tagging operations are expected to be carried out off the Washington Coast in an effort to gain more information on the movement of blackcod and truecod. The recent increase in demand for truecod has skyrocketed landings of this species in the Northwest and made it the number one species in the trawl fishery in both value and poundage.

Springer Named Chief Of Exploratory Section

Donald E. Powell, formerly chief of the exploratory fishing and gear research section of the Fish and Wildlife Service's commercial fisheries branch, was recently transferred to take charge of the Service's exploratory fishing station in Seattle, and Stewart Springer, formerly in charge of the exploratory fishing and gear research program based at Pascagoula, Miss., has been appointed to take his place as chief of the section.

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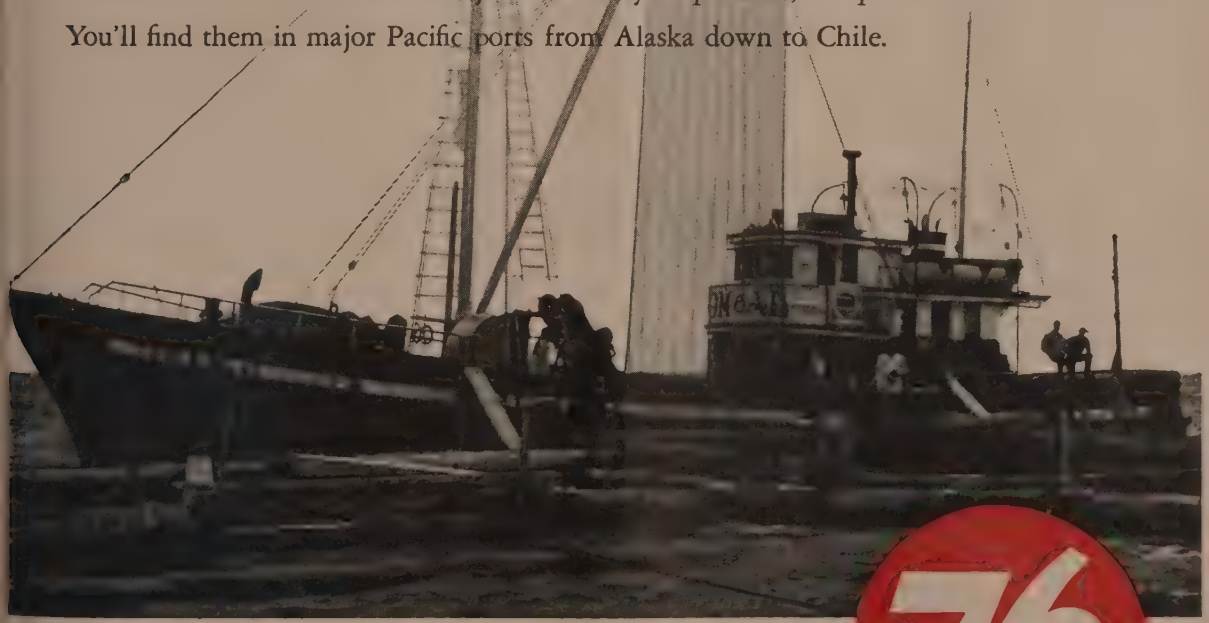

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Sallie, one of the new 31′ plywood gillnetters turned out by Northwest Boat Yard, Everett, Wash. Built for Robert Karlson, Arlington, Wash., she is propelled by a General Motors 4-51 diesel, supplied by Evans Engine & Equipment Co., Seattle, turning a 19 x 17″ wheel through 2 to 1 reduction. **Sallie** was designed for gasoline power, but after building started Mr. Karlson decided to switch to diesel, and found it possible to install the GM 4-51 with no alteration to the boat.

B. C. Salmon Fishing Agreement For 2-Year Term

• British Columbia salmon canners and fishermen made history in their price negotiations this year by reaching an agreement covering not only this year but 1956 as well, thus preventing a repetition next season of the long-drawn-out bargaining that has been the forerunner of operations for several years.

The prices agreed upon are as follows: Sockeye, all areas, 24c per lb., compared with 22c last season; Coho and Steelhead, all areas, 15c, up 2c from 1954; Pinks, all areas, 8¾c this year and 9c in 1956, up 1c this year; Chums, 6½c, up ¾c for summer fishing; fall Chums, 9c in Johnstone Strait, Fraser River and Cape Flattery; other areas, 7c, an increase of 1c and ¾c.

These, of course, are *minimum* prices, and there may be slight variation upward, depending on conditions as they develop during the season. The entire salmon catch will be bought on a poundage basis, with specific provisions for weighing procedure. The prices agreed upon are contingent on there being no restriction on export of Chums during the season.

The fishermen won a concession with respect to welfare funds: at the conclusion of the 1955 and 1956 seasons each company will pay, through the Fisheries Association, 3c per 48-lb. case on all salmon canned, to the welfare funds established by the Fishermen and Allied Workers and the Native Brotherhood of B. C.

In general, salmon packing operations this Summer will be on the same scale as in other recent years, with about 30 canneries functioning. Companies operating are Anglo-B. C. Packing Co., B. C. Packers, Canadian Fishing Co., Cassiar Packing Co., Great West Packing Co., Johnston Fishing & Packing Co., Francis Millerd & Co., Nelson Bros. Fisheries, North Shore Packing Co., Queen Charlotte Fisheries, J. H. Todd & Sons and Tulloch Fisheries.

The Rivers Inlet area opened for salmon June 26, and the Sockeye season on the Fraser four days later. This is not one of the "big" years for Sockeye on the Fraser, and no really significant catches are expected in this area until late July and early August.

This being the year of the biennial Pink run in the Fraser, that species will receive much attention, with expectation of a relatively large pack; the average output of Pinks in the province for the past five years being more than double the scant pack of 1954.

Fishermen's Plea For Compensation Fails

Tuna fishermen of San Pedro who, through their unions, had asked for partial unemployment compensation while waiting for fish to be unloaded from their boats, were disappointed when the California State Assembly Finance and Insurance Committee referred the matter to an interim committee. No legislative action can be expected now for two years.

Many fishing boats are now waiting weeks to unload, where, previously, they were unloaded in about a week.

Plastic Coated Plywood In New Gillnetters

Northwest Boat Yard, 3878 Railway Ave., Everett, Wash., owned and operated by Irving Fitch and Ernie Nelson, has been turning out five new additions to the gillnet fleet.

Performance of these gillnetters will be watched with more than usual interest because, with the exception of keels and screw-fastened longitudinal fir framing, the boats—hulls, decks and houses—were built entirely of plastic-coated plywood, manufactured and supplied by the Walton Plywood Co., Everett, Wash.

Hulls are of full-length sheets of 9/16″ thickness. The plastic-coated plywood on the decks was impregnated with a non-skid composition; and the sterns were covered with Thalco glass fiber fabric.

Designed by Edwin Monk, Seattle naval architect, the boats are 31′ in length, with a beam of 9′ and molded depth of 4½′. All of them were equipped with Monel tailshafts and Goodrich cutless rubber bearings.

The owners, and the power plants installed, are Bob Karlson, Arlington, Wash., who selected a Model 4-51 General Motors Detroit diesel for his boat; Evan Eide, Stanwood, Wash., 110-hp. Nordberg Marlin; Joe Barcott, Everett, Wash., 155-hp. Nordberg Knight; Harold Fitch, Marysville, Wash., brother of the builder, 110-hp. Nordberg Marlin; and Bob Flateboe, Everett, Wash., Chrysler Royal.

Seiner Lands Tuna At Monterey Cannery

A 100-ton load of choice frozen Yellowfin tuna arrived in Monterey in June on the Monterey purse seiner *Endeavor,* Capt. Steve Genovese. The delivery was to Peninsula Packing Co., and is believed to be the first load of tuna delivered directly to Monterey by a local vessel from the Gulf of California.

George Leutzinger, manager, Peninsula Packing Co., said tuna have formerly been trucked from southern California ports to Monterey but, with the current delay in unloading tuna boats in the south, it seemed advisable for the fishing boat to bring it to Monterey direct.

J. A. Butler's San Francisco Albacore boat *Blue Skies* had her GM 6-71 diesel engine completely overhauled by Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

Frances-Marie, Capt. Carmelo Billante, Monterey purse seiner, was overhauled recently at the yards of Sausalito Shipbuilding Co., Sausalito.

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(Continued from Page 17)

poilage, each crewman lost about 15 and each boat owner approximately $100. He estimated that San Pedro purse seiners had lost more than $100,000 as result of spoilage since the start of the year.

• Fishermen and canners gave their viewpoints on the need of control on imports, canned and frozen, to Milo Moore in San Pedro and San Diego, June 30 and July 1. Mr. Moore has been appointed a special fisheries consultant to the Senate Committee on Interstate and Foreign Commerce. He was to report to Senator Magnuson, chairman, and indicated he would recommend that a tuna hearing by Pacific Coast senators be arranged in San Pedro or San Diego after Senate adjournment.

• Figures from the San Pedro office of the Fish and Wildlife Service point out that for the first five and a half months of 1955 the sale of tuna from the domestic fleet is down about 17,175 tons. At an average of $300 per ton, this represents a loss of income to the California fishermen of about five million dollars. Looking at the situation another way, imports of frozen tuna into California are up 57% for the first five and a half months of 1955 and account for 39% of the fish canned in California, as compared to 22% for a similar period in 1954.

• Just what the tuna boat operators can expect immediately in the way of "relief" from imports of frozen tuna is problematical, in the light of the concessions granted to Japan by the United States through GAAT and the Trade Agreements Act, Yellowfin and Skipjack are not bound by agreement and therefore the "escape clause" can be invoked.

Of some encouragement is the fact that the State Department, following a special meeting June 21 on the status of the domestic tuna industry, announced that "various related aspects of the tuna situation in California were discussed and the matter is under immediate and active study by the Executive Branch."

• Wives of fishermen in San Diego and San Pedro continued their campaign from their committee headquarters to call public and official attention to the tuna producers' financial pinch caused by increasing imports of tuna and the recent tariff concessions granted by Japan. It was felt that much had been accomplished to focus attention on this situation.

A letter signed by Mrs. Andrew Xitco—her husband skippers the *North Queen*—chairman of the San Pedro Save Our Fisherman Committee, directed to various individuals and civic organizations, states: "We feel that the only solution at this time would be to limit the quota in imports to about 25%, which would still give other countries a fair market and help our industry get back on its feet.

"Faced with the problem of competing with imported tuna, we tried by lowering our wages about 15%. This did not help because our yearly catches are being cut up to 50% which in turn makes for yet lower wages and returns on income causing retrenchment and less spending from top to bottom. The Marine Branch of the Retail Credit Bureau states that they have outstanding over $500,000 in practically uncollectable bills in the industry."

Harold Cary, manager of the American Tunaboat Association, San Diego, perhaps summarizes the fighting spirit of the American tuna fisherman when he said recently: "The tuna industry intends to survive. We are determined to stay in business."

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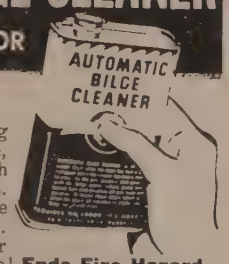

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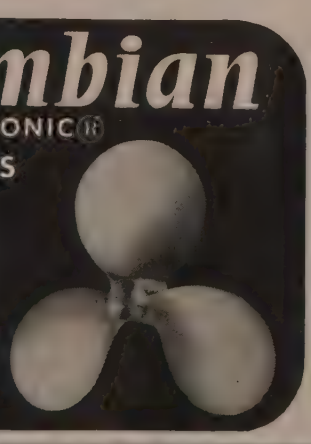

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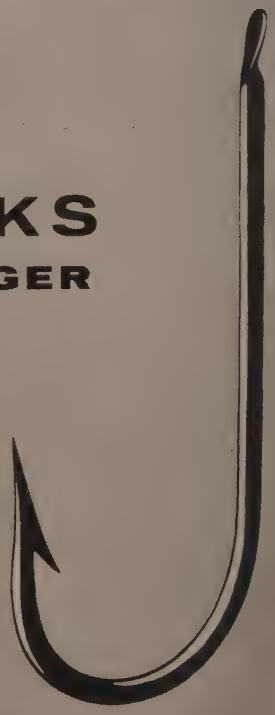

PFLUEGER A Great Name In Tackle
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Jack Repanich Family Announces Engagement

At a dinner party June 19, the engagement of Miss Janet Bernice Repanich to Jerome Peter Barta was announced by her parents, Mr. and Mrs. Jack F. Repanich of Seattle. Mr. Repanich is president of Fishermen's Packing Corporation and past president and secretary of the Purse Seine Vessel Owners Association.

Miss Repanich is a graduate of Holy Angel Academy and Charette School of Fashion Design and a member of the Siwanu Toastmistress Club.

Mr. Barta, a member of the Multnomah Athletic Club, was graduated from the University of Portland, and has been a member of the Alsea High School faculty at Alsea, Ore. His parents are Mr. and Mrs. Peter Barta of Portland, Ore.

Date of the wedding has not been decided upon.

Two Seattle Gillnetters Missing Off Egegik

Nels Aurdal and Martin Kurseth of Seattle, fishing out of Egegik, Bristol Bay, for the Alaska Packers Association, were missing and presumed drowned at the end of June, when the boat in which they were partners capsized in a storm. The boat was recovered by the Coast Guard. Both were natives of Norway. Kurseth is survived by his wife.

Pelican's Pouch

It's a boy for Mr. and Mrs. John Claussen of Pelican. John Eric was born May 14. His daddy has the *Blithe Spirit*.

Tom Ellswich sold his seiner *Anna Marie* to Mike Lynch of Wrangell. Tom is now skippering the *Decora*, which has been leased by the Pelican Packing Co.

Pelican Packing Co., operating with a skeleton crew, canned its first Sockeye June 11.

Much interest has been displayed in the fish coming from the newly-installed chilled sea-water tanks of the troller *Winsome*. The first fish brought in were in excellent condition. They were especially easily handled by the slimers.

Dwight Clifford, former owner of the troller *Roamer*, has purchased the cruiser-type troller *Vision*.

Tom Peterson sold his share of the *Elfin II* to his partner, Gil Bixy, who buys fish in Deer Harbor and Elfin Cove.

They Who Serve—

● Change in the make-up of the American section of the International Pacific Halibut Commission, announced in these pages last month, is particularly notable for two reasons.

It sees an active halibut producer—Captain Matt Madsen—on the American side of the commission for the first time.

It sees the dean of commission members — Edward W. Allen — withdraw from the commission on which he has served faithfully for 23 years.

More than a year before—when he was appointed to the International North Pacific Fisheries Commission—Mr. Allen asked to be relieved of his responsibilities as a member of the halibut commission.

Mr. Allen became a member of the commission in 1932, and has served continuously. During 14 years of his service on the halibut commission he was also a member of the International Pacific Salmon Fisheries Commission; and since January, 1954, has served on the North Pacific commission.

Indeed, he is the only individual who has been a member of all three of these commissions — a remarkable record of service, rendered with dedication, devotion, competence and intelligence.

Captain Madsen's appointment recognizes the long-standing contention of the halibut fleet that it is entitled to a voice on the commission. He is a man of intelligence, long experience and high character, admirably fitted to represent the fleet, and to do so objectively and fairly.

Moss Landing — Monterey Bay

Several San Diego boats paused briefly at Moss Landing on their way south toward the end of June. Carl Davis on the *Rondivoo*, Don Jacobsen on the *Norge*, and Lloyd Myking and his father Robert of the *Ragnar M.*, who started fishing out of Westport, Wash., the middle of March, were heading home for a short rest before the Albacore season.

* * *

A sure sign that the Albacore season is approaching is the *Twenty Grand's* annual prospecting trip. Every years Bill Yeoman swings his boat about a hundred miles west and on down the coast to give his fishing brethern the benefit of his findings.

* * *

Some new skippers on well-known boats are in the harbor this season. Bob Whitney is running the *Inez D.* for George van Syckel; Jack Daniels is operating the *Penny* for owner Tom Khamis, and "Tiny" Leber is on Dr. Blaylock's *Lancia*.

* * *

Dick Maier and his wife Bea, owners of the dragger *Warrior*, recently purchased the salmon troller *Escapade* from Lonnie Suggs of Santa Cruz. Dick saw the *Escapade* under construction in North Bend, Ore., several years ago and says a whole lumber yard of good sound timber went into her. Robert Cruse, who has been with Attilio Canepa on the *Balesteri Bros.*, will fish the *Escapade*, while owner Dick continues dragging.

Fishermen are finding the U. S. Coast and Geodetic Survey charts with loran of great assistance in pinpointing their exact locations. As the number of loran sets increase, additional charts with loran curves are being published. The most recent one covers the area from San Francisco to Point Arena where many boats are now fishing.

* * *

The fishing boat *Pacific* changed hands recently when Anthony Botelho of San Juan purchased the boat from Gordon Gazely and Davis Mitchell of Santa Cruz. Anthony is a rancher in San Juan and will fish between plantings and harvestings.

* * *

Hover Equipment Co., Monterey and Moss Landing, has installed a 4-51 GMC engine in J. V. Shaw's troller *Christine*.

* * *

Dick Wegener and his boat *Catherina* were presumed lost at sea about June 15, somewhere in the area between Pigeon Point and Half Moon Bay. Dick left Moss Landing alone, and later reported that his vessel was leaking but he was proceeding north to join the fleet at Bodego. He did not arrive, and a Coast Guard search found no trace of the missing boat or her skipper. Dick had been dragging out of Avila for the last two years.

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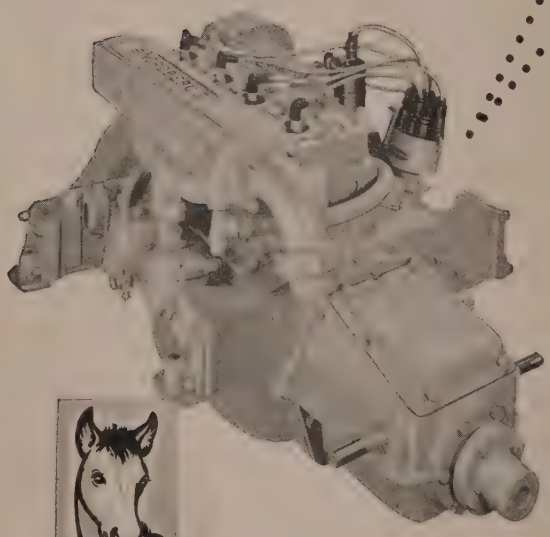

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Sitka Soundings

In the memory of old timers around here there has never been such a retarded spring—the tops of the "Sisters" back of Sitka were covered with fresh snow in mid-June—nor has there been such a small amount of fish delivered to the Pelican and Sitka cold storages.

Most of the trollers in June were barely making expenses. The weather has been such that on trips of ten days or more, possibly four or five days could be fished.

During a southeasterly gale June 11 the *La France,* skippered by R. S. Dowell, went aground in Goleta Cove in Shelikof Bay on the outside of Kruzoff Island. Boats in the cove were unable to pull her into deep water until the next high tide. She lay pounding on the beach, but apparently was not damaged.

The *Lydia S* has a new look. Don Mills, her skipper, rebuilt the pilot house and put on a new deck last winter. Don did all the work himself, although handicapped with his leg in a cast.

Ray Woodruff and Ernie Noreen of Ketchikan have purchased the Sitka Marine Ways from Earl MacDonald. They brought many thousand dollars' worth of equipment and will be in a position to service any sort of job. Ernie is a diesel expert and is representative for MGM. Dick Cruger of the B&B Machine Shop is associated with them at present.

Earl MacDonald and wife Stephane built a forty foot troller *Stephane* last winter and are now out on the trolling grounds.

Don Cook purchased the *W.R.J.* from Walter Johnson and has converted her into a seiner. She is skippered by John Detrickson this season, fishing for Frank Wright's Pyramid cannery at Sitka.

Don's *Floretta,* skippered by himself; his *Lois M,* skippered by Harry Bartell, and the *Ditto,* which he sold to Jacob Joseph, will also seine for the Pyramid cannery.

Richard Peters has purchased the *Samson II,* the tow boat that partly burned a couple of years ago, from George Baggon. Peters plans to rebuild her next winter and will outfit her for seining next season. This year he is skippering his *La Vern II,* seining for Pyramid.

Must Stow Gear In Canadian Waters

When American fishermen travel through the "Inside Passage" in British Columbia waters, as they have done for as long as most people can remember, on their way to or from Alaska, they will be required in future to stow their gear during the journey through Canadian waters.

This is the effect of an order-in-council recently passed at Ottawa in setting regulations under the Coastal Fisheries Protection Act.

Under this order American vessels are permitted to pass though Canadian territorial waters known as the "Inside Passage" on condition that all fishing gear is removed from its normal position of operation on board the vessel and stowed in such a manner that it is not in readiness for fishing.

Fisherman Missing In San Juan Islands

An Everett, Wash., gillnetter, Fred Hansen, veteran of Puget Sound and Alaska, was missing at the end of June when his 33′ boat *Nunivak* was found, undamaged, with engine running, on the beach at Iceberg Point, at the south end of Lopez Island. He was last seen the evening of June 28, setting his net in a choppy sea. He and his brother Julius, now fishing at Cordova, have long been members of the Puget Sound Gillnetters Association.

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California Trollers Stick With Salmon

The troller fleet found consistently good fishing during June from Bodega Bay north to Eureka. Boats were delivering to northern California ports, Sausalito, Oakland and Moss Landing, where prices went as high as 34c for small and 43c for large salmon.

In other years by the middle of June the big trollers have started south for Albacore, but confused Albacore prospects, with imports crowding the market, this season have made fishermen loath to leave the salmon grounds. Many declared they would stick with salmon as long as good fishing holds up.

Death Takes Fishermen At Monterey

Recent deaths of note in the Monterey fishing community were those of Antonio Lucido, 67, retired, and Antonia DaSilva Relva, 68.

Lucido was born in San Vito, Trapani, Sicily, and came to America in 1938. Relva was a native of the Madeira Islands.

Recent Nordberg installations by the H. G. McKinney Co. of Wilmington include a Tarpon in the *Whirl-A-Way*, operated in the abalone fishery. A Nordberg Knight is now powering the *Cathie*, another Veteran's Fishery abalone boat.

Seaside Supply Stores, San Pedro, recently sold long-line equipment to a fishing firm in New Caledonia. The supplies included Kolstrand long-line snaps, Adams hard-lay 261 twine, and Pflueger hooks.

SAN DIEGO BITE-SIZE ITEMS

OCEAN PRIDE recently cooperated with the California Department of Fish and Game by carrying two Department personnel to the offshore waters of Costa Rica, Cocos Island and the Galapagos for a tuna tagging expedition. A total of 1088 Yellowfin, skipjack and big-eye were tagged and one of the fish was recovered by the tuna clipper five days after release in the same area where tagged. . . The *Virginia R* also worked with the Marine Fisheries branch in a tuna tagging program, cruising off the coast of Mexico, El Salvador and Nicaragua. A total of 1034 Yellowfin and Skipjack were tagged. . . Lloyd Williams has bought the San Diego northern-type troller, *Active II*, from Sophus Wick. She is powered with a 3-71 GM diesel and is 40′ long. . . Mrs. Lee Kjelland spoke for San Diego fishermen's wives at a meeting of the San Diego Republican Women's Club, which then adopted a resolution asking that Japanese tuna imports be limited to 25 or 30% of the total packed by American canneries. . .

VICTORY and *Rose Ann* were towed to port by Star & Crescent tug *San Diegan* when both vessels suffered mechanical breakdown. . . Mrs. Laura Tocca is chairman of San Diego's Tuna Fishermen's Wives Emergency Committee, which has set up headquarters at Harbor Boat & Yacht Co., of which Dave Carsten is manager. . . *Puerto del Sol* was reported in San Diego Harbor near the end of June, with a load of tuna from South American waters. The freezership is operated by Sun Pacific Inc. . . . *Independence* was scheduled for launching in early July. This is National Steel's new steel tuna clipper, sister ship of the *Cabrillo* and *Dominator*.

Tuna Boat "Kathryn" Burned Off Peru

The 68-foot *Kathryn*, built by Campbell Machine Co. in 1940, exploded, caught fire and sank on the high seas off Peru in mid-June.

Salvatore Cresci, skipper, and his crew of six escaped injury. The vessel was fishing for Sun Pacific, Inc., San Diego, headed by Jack Crivello.

N.L.R.B. Orders Rehiring Of I.L.W.U. Employees

The National Labor Relations Board on July 1 ordered reinstatement of 13 members of Local 3, Fishermen & Allied Workers division of the I.L.W.U., formerly employed on the vessels *Deep Sea, Foremost* and *Shelikof* in operations of Wakefield's Deep Sea Trawlers, Inc., and Wakefield Fisheries, Inc., who has been discharged after a strike in January, 1954.

The board held that the companies should recognize Local 3, Fishermen & Allied Workers, as bargaining agent for its employees; that the Seafarers International Union should not be recognized as representing any employees, and that a contract of March, 1954, with the latter union was void.

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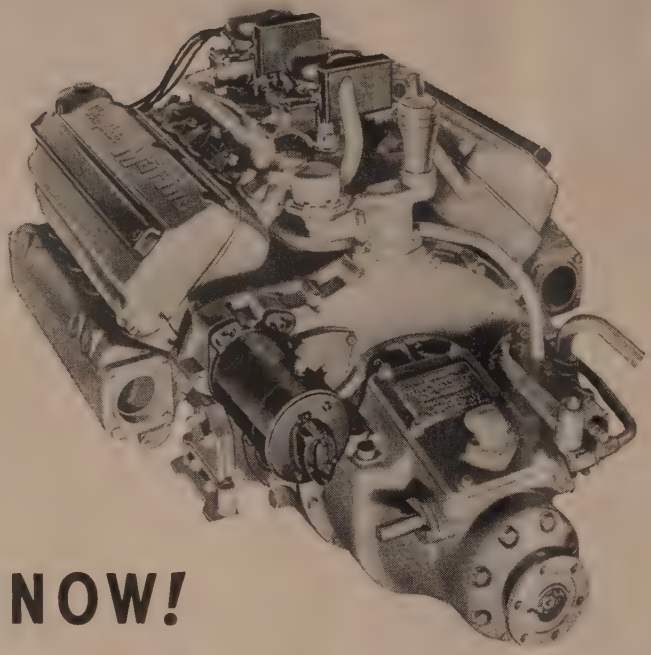

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New Oceanic Research Headed by O. E. Sette

O. E. Sette, since 1948 director of the Fish and Wildlife Service's Pacific Ocean Fishery Investigations at Honolulu, is returning to Stanford, Calif., to head an important new oceanic research project for FAWS. His successor as head of POFI is Dr. Albert L. Tester who, as senior professor of zoology at the University of Hawaii, has been in charge of the university's fishery education and research program since 1948.

Mr. Sette's new unit, starting Sept. 1, will make a broad-scale study of relations between climatic and ocean conditions and the sudden and as yet unexplained fluctuations of commercial fish stocks on the customary fishing grounds—such as the recent failure of the California sardine fishery—with the ultimate purpose of discovering natural laws governing such fluctuations in abundance. Discovery of such laws, says John L. Farley, FAWS director, would probably have general application and profound effect. The work will be of a pioneering nature in fishery biology, oceanography and meteorology.

Mr. Sette is chosen to head the new project because of his wide experience in both fishery and oceanographic studies. He has been in the federal fisheries service since 1924: from 1937 to 1948 he conducted studies of the California sardine fishery, with headquarters at Stanford, and served during the war as coordinator of fisheries for California. He was recently in Rome as a U.S. delegate to the International Technical Conference.

Dr. Tester, new POFI director, was formerly with the Canadian Fisheries Research Board's Pacific Biological Station at Nanaimo, B.C. He joined the University of Hawaii in 1948, working closely with the POFI staff; and became a U.S. citizen in 1954.

Moore Named Assistant To Senate Committee

Milo E. Moore, former Washington State Director of Fisheries, was recently appointed technical assistant to the Senate committee on Interstate and Foreign Commerce by Senator Warren G. Magnuson, committee chairman. Mr. Moore, a former member of the International Sockeye Commission, has of late years been active in directing fishery rehabilitation programs in Italy, Greece, Japan, Formosa and South Korea. His new work will deal primarily with Pacific Coast fishery matters.

Would You Know a Bigeye?

From the recent long-lining for tuna s come a noticeably larger number Bigeye tuna. Because of its close semblance to Yellowfin, Bigeye have en taken by canners as Yellowfin.

However, the Bigeye's second dor- l and anal fins are shorter than ellowfin; and the fish is deeper- died. Very few Bigeye are found close to the surface; hence they are usually taken by fishermen using long-line, although some Bigeye have been taken by bait boats near the Galapagos Islands. They are larger than Yellowfin, the flesh is darker. The Japanese have for years preferred the Bigeye to other similar species of tuna, and they bring a better price on the market in Japan.

SAN PEDRO SEINE SETS

LARRY ZUANICH, *PFN* is a lit- late in reporting, has become the ther of a son. At the time of the rth, the younger skipper of the *ranger* was fishing off Mexico. . . athie Borovina, secretary for the shermen's Cooperative Assn., was arried to Oliver German and honey- ooned in San Francisco. . . *Betsy oss* was towed home by a Star and rescent tug when disabled while shing tuna. . . Tony Marinkovich, wner of the *New Admiral,* is vaca- oning in Europe. Mike Lonich has e boat for the time-being. . . *Petrina* was sold recently at auction to the wner of the *St. George.*

TONY STANOVICH, manager of the Fishermen's Cooperative warehouse, Berth 73, was recently displaying the new Spongex floats, designed especially for lampara nets working on gurdies and gillnet drums. The float is split, each 3 x 2½ with a ½" hole, to allow flexibility when passing over the drum. . . *Betsy Ross* is installing a new "Caterpillar" main engine. . . The San Pedro Fishermen's and Merchant's Bank and the Los Angeles California Bank are scheduled to merge and the San Pedro bank will be operated as a branch of the Los Angeles firm. . . *Sam Simich,* 62, Star-Kist cannery foreman, died in San Pedro after residing there for 36 years.

AL LARSON BOAT YARD has the repair job on the *Mercury,* which capsized in May while fishing off the Long Beach breakwater. Nearly 30 tons of anchovies were aboard when the boat sank in 60′ of water. Smith-Rice, Long Beach salvage firm, refloated the boat several days later. . . *Columbia* and *Stranger* are equipped with Servisoft, soft-water system supplied by the Paul W. Hiller Co. of Wilmington. . . Pete Repovich is the new manager of the California Fishermen's Association, Terminal Island. He operates the live-bait boat, *U & I.* . . . Johnny Xitco, formerly manager of the High Seas plant, Star-Kist affiliate in San Diego, now closed, has been transferred to the Terminal Island office. . . Mario Puretic, he of the Power Block, reports that the *Anthony M* may test this net-hauling device.

"Saipan Maru" Begins Deliveries to Van Camp

Deliveries of fresh tuna to the Van Camp cannery at Pago Pago, Samoa, by the Nippon Reizo K.K. mothership *Saipan Maru,* which had been scheduled to commence June 1, actually started June 14. At the same time the mothership commenced providing the Japanese tuna boats with ice.

Oregon Names Committee For Offshore Treaty

Three members of the Oregon legislature—Senator Bob Holmes of Gearhart and Representatives John Amacher, Winchester, and Harry Elliott, Tillamook — have been appointed as an interim committee to confer with similar groups of California, Washington, British Columbia and Alaska in drafting a proposed treaty for the regulation of offshore fishing along the Pacific Coast.

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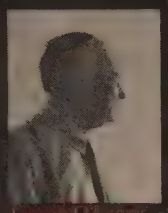

Joseph O'Leary

One of 13 boats in the Redstack towing and salvage fleet out of San Francisco, the Sea Wolf has figured in many thrilling rescues of men and ships at sea since her launching in 1943.

Redstack port engineer Joseph O'Leary says, "The Sea Wolf has to be ready on a moment's notice to do the work shipowners call on her to do – and she has to pay her own way – so we can't afford costly breakdowns or overhauls."

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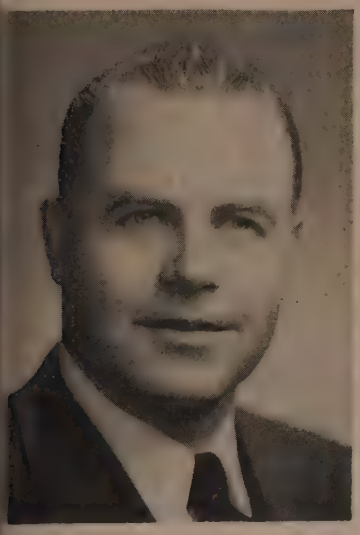

M. Douglas, who succeeds W. A. McAfee head of Standard Oil's sales organization serving Pacific Coast marine dealers.

ob Douglas Heads Standard il's Pacific Marine Sales

R. M. "Bob" Douglas has been appointed ead of Standard Oil Company of Cali- rnia's marketing department in San ancisco. Through its distributors, the vision supplies 226 Standard marine out- ts serving working and pleasure craft ong coastal and inland waters of the est.

First employed by Standard in 1925, ouglas has had extensive experience with e marine trade. His past assignments clude service in the Pacific Northwest, th at marine plants and as a sales rep- sentative on board company tankers rving Alaskan waters. During the mid- 30's he served as superintendent of askan operations.

Douglas, whose previous assignment was district manager of marketing for the mpany in Oakland, succeeds W. A. Mc- fee, who has been named associate re- onal manager in San Francisco. H. M. ddleton continues as marine dealer spe- alist in the wholesale distributor divi- on.

N C Marine Named Distributor Of Chrysler Marine Engines

N C Marine, a division of the Northern Commercial Co., 2500 Westlake Ave., North, Seattle, announces their appointment as distributor for Chrysler marine and industrial engines.

The Northern Commercial Co., with executive offices in the Colman Building, Seattle, and five machinery branches in Alaska, is the Chrysler distributor for the Alaskan area.

Chrysler engines are available in 6-cylinder and V-8 models ranging from 95 to 250 hp. Because of the large amount of available power in relation to weight, Chrysler engines are in great demand for boats varying in size from 12' to 60'. This includes the fishing and work boat fleets as well as pleasure craft.

Luke Zankich, N C Marine Chrysler sales manager, states that Chrysler engines offer many exclusive features to boat owners. Among these are stainless steel valve springs and corrosion-proof electrical equipment.

Mr. Zankich also points out there are so many Chryslers in use from California to Alaska that boat owners can obtain repair parts in almost every West Coast port. While Chrysler engines have earned a world-wide reputation for dependability, the ready accessability of repair parts is important to boat owners having the occasional need for service.

A recent check of marine facilities in the Puget Sound area indicates that the men responsible for marine engine maintenance and repair find Chrysler engines are praised by boat owners for giving top performance in every speed range and for economy of operation.

KNEE DEEP IN CHRYSLERS—Northern Commercial Co. and its N C Marine division receive a carload of 27 Chrysler engines as N C Marine enters its distributorship of Chrysler marine and industrial engines. Caught in the car by PF's camera, from the left: Howard Stephens, vice president, Northern Commercial Co.; Luke Zankich, manager of Chrysler sales for N. C. Marine; Mike Yost, northwest representative for Chrysler Marine engines; Truman Sage, general manager, machinery division, Northern Commercial Co.; Eldon Erickson, branch manager, N C Marine.

Geo. Ahrens Goes to Texas; Wayne Helfer at Wilmington

George W. Ahrens, for five years Southern California manager for the Radiomarine Corporation of America, has been transferred to Houston, Texas, where he had been active, before coming west, in developing communications in the Gulf offshore oil-drilling industry. Company

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plans are for him to take up wher originally left off.

George, who has been very popul the Southern California fisheries, w boat and yachting field, will be rep at Wilmington by Wayne Helfer, a 27- Radiomarine man, formerly chief of vice at the San Francisco branch.

S. E. Alaska Fish Hooks and Lines

Harold Heaton, manager of Farwest Wrangell cannery, arrive Wrangell with Mrs. Heaton and small daughter from Seattle. will be here through the salmon ning season.

Farwest Wrangell Co. was the cessful bidder for the catch of m bers of the Stikine Gillnetters A ciation from June 20 to Aug. The prices are: Sockeyes or R 23½c per lb.; Cohoes, 12c; P 9c; Chums, 7c, and Kings 26c pe

Petersburg Processors, represe by Eilert Holbeck, was the only bidder.

Jack O'Donnell has set up two ing stations in Chatham Straits Port Alexander and Gedney Ha and is packing the fish into Ketch on his seiner *Alaska Maid*, for O berg Bros., represented by Bill Mu Mr. and Mrs. Mark Pettit of Angeles are buying on a scow at ney Harbor, and living on their boat *Seven Bells*.

Ketchikan harbor was a busy p with dozens of fishing vessels re ing halibut gear and putting on seines in preparation for the seining in the Icy Strait district, o ing June 24.

Oscar Erickson, Ketchikan busi agent for the Alaska Fisherm Union, said the six major cann in this district, which hire AFU ployees, have around 125 of the work on wire trap netting and These include 30 to 35 at S Point; a dozen or more at New land Fish Co.; about the same nu at Fidalgo Island Packing Co.; 2 25 at Wards Cove; about 25 at Ge Inlet plant of Libby, McNeill Libby, and two dozen or so at W fall. The Nakat Packing Corp. at Waterfall will pack for Li plant at Craig and for New Eng Fish Co. at Noyes Island this again.

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Bendix Marine announces this new "non-hunting" type automatic boat steerer which the company states was especially developed for commercial fishing craft up to 85 feet. The "non-hunting" feature of the Bendix Pilot means that the steering equipmnt operates only when the boat is off course, saving wear on the vessel's gear and battery by preventing constant motion of the wheel and rudder. Any authorized Bendix dealer can supply further information, or write the manufacturer, Pacific Division, Bendix Aviation Corp., North Hollywood, California.

New Fish Men's Group Holds Golf Tourney

Southern California Fisheries Association, composed of wholesale fish operators, brokers, etc., held its first annual stag golf and dinner shindig recently at the Lakewood Country Club.

Robert Mason's *Selma J*, of Seattle, which is spending the summer at Eureka, recently went into the drydock of Graham's Boat Basin for installation of a fathometer.

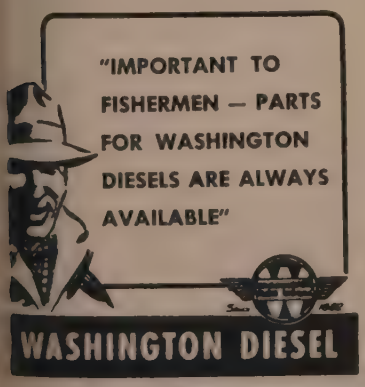
* * *

Fathometer service was installed recently on the *Randy*, Seattle craft owned by I. Myking. The work was done at the Gillette Marine Ways on Humboldt Bay.

* * *

Wallace Dakes, Eureka fisherman, recently had a fathometer installed on the *Randy*, Seattle craft owned by I. Myking. The work was done at the Gillette Marine Ways on Humboldt Bay.

rebuilding the wharf at its Point Wells marine station on Puget Sound, Standard Oil Co. of alifornia has provided a protective system which will automatically cut-out electric power to e wharf in event of a ship collision such as that which set a fire and destroyed the former harf. Dotted lines in the sketch indicate low current electric circuits. If they are broken relays e actuated and the electric power lines cut out. S. E. Stretton, Pacific Northwest manager of e company, says that valve controls are also provided to cut-off any possible flow of oil to e wharf in event of a collision.



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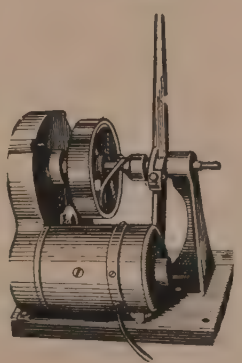

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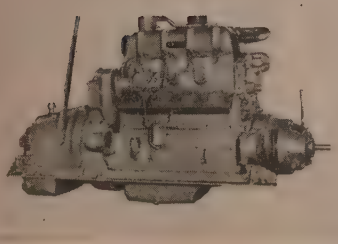

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1955 Pink Salmon Prospect

Southeast Alaska Fingerling Census Will Fill Gap in Data

by MITCHELL G. HANAVAN

EDITOR'S NOTE—This article is a portion of a longer paper by Mr. Hanavan, U.S. Fish and Wildlife Service biologist, discussing The Annual Census of Young Pink Salmon as steps toward a reliable "Prediction of Abundance" for the Southeast Alaska fishery. His work is concerned primarily with the data obtained as to the adult spawners and resulting fry at six Southeast Alaska streams where adult/fry census stations are maintained. This season, as Mr. Hanavan relates, the industry is cooperating in a study of Pink salmon fingerling abundance as observed at 100 salmon traps.

Success of the Southeast Alaska ink salmon fishery in 1955 will de- end upon the ability of a woefully nall brood to gain in strength through avorable survival rates.

Fry counts at the Herman and Snake reek adult-fry census stations oper- ted for 7 years by the U. S. Fish and Vildlife Service in Southeast Alaska ndicate that an initial gain of sub- antial proportions *did* occur in the arly-run stocks. Both streams show xceptionally high fresh water survival ates, and fry production equal to that f the 1952 brood.

Late-stream production is less en- ouraging. Katlian census station ows poor survival, while at Old om, Harris and Sashin Creeks sur- ival rates were fair. As a result, fry roduction at Old Tom, Harris and .atlian declined sharply from the 952 level.

A similar comparison cannot be ade at Sashin Creek since the even ear run was eliminated in 1950 when reached a very low abundance level. In even years Sashin Creek is now sed as a barren stream to measure ie straying of Pink salmon.)

FINGERLING CENSUS—This is ttle evidence in the Sashin Creek ecord of a compensatory relationship etween fresh water and marine sur- val rates. At population levels of ecent years they appear to be inde- pendent of one another, and equally variable. Combined records of other census stations, however, indicate that a compensatory relationship may exist, i. e., the greater abundance of fry from the 1950 and 1951 broods suf- fered the heavier marine mortalities.

We assume that to achieve accuracy in predicting returns we must have a measurement of marine survival or a measurement of Pink salmon popu- lation at a stage in the marine cycle following the period of the greatest variation in ocean mortality. As we know little of the marine history of our salmon we have no precise know- ledge of the causes for the drastic changes in survival that occur from year to year, nor of the period of marine growth during which the mor- tality rate is most variable.

However, since mortality rates are greatest during early life, it is reason- able to believe that the greatest changes in abundance levels occur in the first few weeks after the fry emerge from the gravel. During this period the fry completes the transition from the fresh water to the marine environment, feeds voraciously, and develops a strong pro- tective schooling habit. By late sum- mer it grows from an initial length of 1¼" to a length of 4 or 5" and be- comes less vulnerable to many of the smaller predators. Undoubtedly a con- siderable portion of the total marine mortality occurs during this relatively brief period, and it is entirely possible that the level of abundance established in these first few weeks will show a closer relationship to the abundance of adults than to the abundance of fry.

● *INDUSTRY COOPERATING* — To explore this possibility the Fish and Wildlife Service, with the cooperation of the fishing industry, will undertake an annual census of Pink salmon fingerlings. This program during the summer of 1955 will include daily observations at more than 100 fish traps in Southeastern Alaska. Super- vision will be provided by experienced fishery biologists to assure a uniform basis for estimates of abundance and accurate identification of the young salmon.

Over a period of years abundance estimates obtained in this manner may provide an essential link in our series of population measurements. We shall then have three inventories of each of our Pink salmon broods:

First, the record of catch and es- capement. Since these two measure- ments fluctuate in a similar pattern either may be used as an index of abundance. Escapements are the pre- ferred index, however, as they indi- cate variations in spawning distribu- tion as well as abundance.

Second, is our fry production meas- urement which indicates the initial suc- cess of our populations in relation to their time of spawning and to the area in which they spawn. Greater preci- sion in the evaluation of environmen- tal influences in fresh water survival

Sashin Creek Pink Salmon Census Data

ood 'ear	Spawning Escapement	Fry County	Fry/eggs (F.W. Survival)	Returning Adults/Fry (Marine Survival)
940	53,594	3,402,830	6.4	2.7
941	84,304	1,024,364	1.2	1.4
942	92,085	674,672	0.8	0.6
943	14,983	227,673	1.5	2.4
944	4,176	104,113	2.7	0.9
945	5,465	41,900	0.8	3.5
947	1,486	(1) 26,454	2.0	11.1
949	4,902	176,025	3.7	2.5
951	4,336	379,585	9.3	0.3
953	1,164	94,531	1.7	
	Average Survival Rates		3.55	2.82

OTE—Data for Fresh Water Survival and Marine Survival are given in percentages. In other words, the rcentage of the eggs carried into the stream represented by the migrating fry of the following spring; o the percentage of the fry migration of one brood which returned to the stream as adults.
(1) Plus 17,600 hatchery-reared fry from another stream.

rates should emerge from these and related measurements of flow, temperature, and other elements in the environment.

Third, population estimate, that of fingerling Pink salmon, should provide a forecast of adult abundance more precise than either the first or second, and should also indicate severity of early marine mortality, the major causes of which may then be identified and measured.

Together, the fry and fingerling censuses may provide an index of adult return, and an indication of the areas which will receive the greater returns.

New Research Contract Awarded to U. of W.

A second contract for Pacific salmon research, financed by "Saltonstall funds", was recently signed between the Interior Department and the University of Washington. Involving expenditure of $55,400, it provides for expanded study of the salmon's life in fresh water as affecting the survival of the young. Work under the contract, to be done by the university's Fisheries Research Institute under supervision of Dr. William F. Thompson, its director, is now under way, to cover the 1955 Bristol Bay run.

Specifically, the program involves application to the Kvichak spawning area (Iliamna Lake, etc.) of substantially the same methods of sampling and observation as have been developed in the Nushagak watershed, with further development of improved procedures, such as photographic counting methods to replace costly weirs.

The earlier contract, for $64,000, provided for research on the ocean migrations of Alaska salmon by tagging, etc. It is announced that administrative matters connected with the latter program are being handled by Clinton E. Atkinson, chief of the FAWS Pacific salmon investigations; while those connected with the new fresh-water program are headed by Donald L. McKernan, newly-appointed administrator of Alaska commercial fisheries at Juneau.

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Pgt. Sockeye, quarters	10.00
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Col. R. Chinook, choice, halves	15.00-16.00
Alaska King, talls	26.00
Alaska King, halves	14.50-16.00
Med. Red or Coho, halves	14.00-14.50
Pink, halves	14.00
Chum, halves	9.50

*New pack; few very small lots sold.

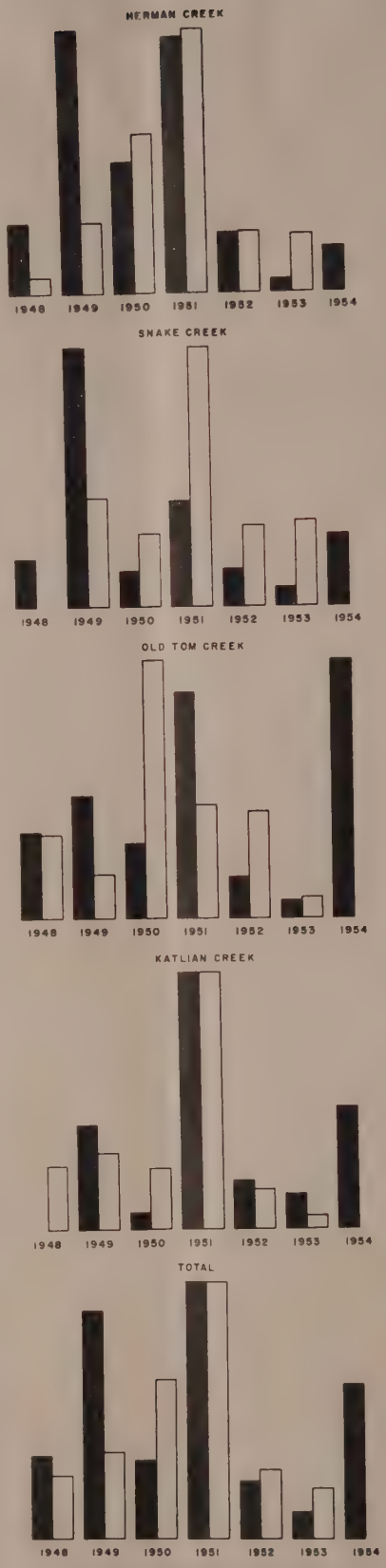


Figure 3 - Abundance of adult (solid bar) and fry (open bar) pink salmon at four Southeastern Alaska counting stations.

Final Saltonstall Jobs For First Year Signed

With signature of contracts for $705,000 the studies for the first year of operation with the Saltonstall Act funds was completed this summer.

Final awards included $25,000 to the Alaska Department of Fisheries for study of predation against salmon. This is said to bring to $215,000 the year's contracts for salmon studies.

Another Pacific Coast project was a contract for $50,000 to the Oregon State College for "a study of the economics of fish distribution on the Pacific Coast to determine (1) consumption and prices of the different varieties of fish in the major Pacific Coast states. The project will undertake to survey major fish consuming markets in California, Oregon and Washington to determine sources of supply, marketing channels and practices, and prices."

Editor's Note—From the above official description, it would appear that this contract is a prime example of the type of award which has been sharply criticized by Pacific fishery leaders as a diversion of funds which could much more soundly be employed in biological studies of lasting benefit.

Another award of the type sharply criticized by the Fisheries Advisory committee was $39,000 for overhaul of the electrical system of the Fish and Wildlife Service vessel *Oregon* operating in exploratory fishing in the Gulf of Mexico.

Largest item in the late awards was $200,000 for study of climatic and oceanographic factors affecting North Atlantic fish abundance and distribution. This brings award for North Atlantic studies to $470,000, evidently the largest single item in the distribution of the first year's $3,000,000.

Japanese Yellowfin Price for Italy Settled

Since 1953 about 2,000 tons a year of frozen Japanese Yellowfin have been exported to Italy, which accepts fish of over 100 lbs., not wanted by U.S. packers. The deal was on a charter basis, with such Italian products as salt, rice and mercury received in return, and a quota was fixed on the tuna shipments.

This spring, while Norwegian interests were receiving as high as $400 a ton for Yellowfin in Italy, keen competition among Japanese shippers caused a sharp drop in their prices, but in late June interested members of the Frozen Albacore Joint Fishery Society agreed that this export business should be limited to six boats and that the export prices should be maintained at $300 per ton, f.o.b.

Pevan," an up-to-date Puget Sound gillnetter built for Antone Katich, Tacoma, by Kazulin & Cole Shipbuilding Corp. of that city, carries elaborate equipment.

New Puget Gillnetter s Finely Equipped

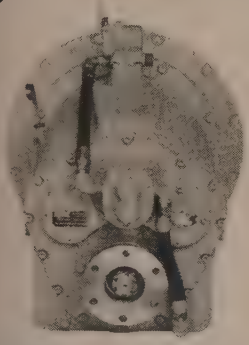
Pevan, a handsome Puget Sound illnetter built this spring by Kazulin . Cole Shipbuilding Corp., Tacoma, or Antone Katich of that city, is otable for her efficient power in- allation and elaborate up-to-date quipment. The owner is son of Mike atich of Gig Harbor, retired purse einer, former owner of the *Mary M. Catich, Notre Dame*, and ten pre- ious seine boats.

With over-all length of 34′ 4″, *Pevan* has a beam of 10½′ and draft of 4′ 4″. Propelling power is a Model JS Cummins diesel, delivering 85 hp through a 2½:1, Model 2HE10200 Capitol hydraulic reduction and reverse gear, supplied by the North Coast Engine & Equipment Co., Seattle. The Capitol gear is manufactured by the Auto Engine Works, St. Paul, Minn., represented by the Harlan C. McKay Co., Portland, with Lynn N. Sjolander covering the Seattle-Tacoma area. Cliffe Mathers controls are used for throttle and reverse.

The tailshaft is Monel, turning a 28 x 21″ Coolidge propeller through a Goodrich cutless rubber bearing.

Antone Katich, owner of the "Pevan"—son of an old-time Puget Sound purse seiner.

Lube oil is kept clean by a "Luberfiner" oil filter. A Wood Freeman Metal Marine Pilot, with two remote control stations, helps with the steering, and she carries a Ross Laboratories "Fisherman" depth finder and a 20-watt Kaar 37 radiotelephone, purchased from Northwest Instrument



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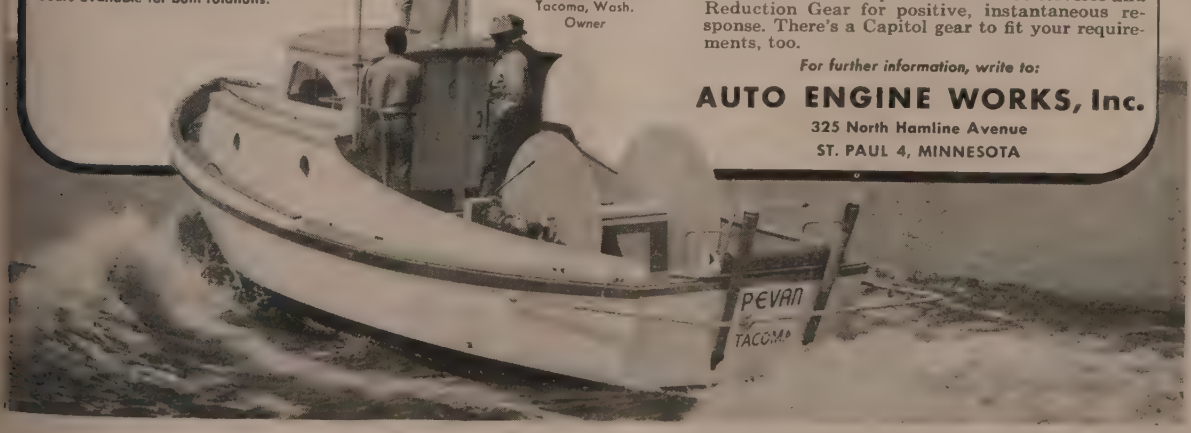

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Co. A 12-volt "Sound" storage battery, made in Tacoma, rounds out her electrical installation.

A 30-lb. Danforth anchor is handled by a winch built by Howard Cox's Gig Harbor Machine Works. The power net-reel was built by the Kazulin & Cole plant, while the gillnet, of Barbour's nylon netting, was purchased from the Pacific Marine Supply Co.

The bottom is protected by W. P. Fuller's bottom paint, while Parker hull paints are used on the topsides, etc. Ample fire protection is provided by portable CO-2 and Buffalo extinguishers, obtained from McGinnis Marine Service, Seattle. The galley range is a Neptune, from the Washington Stove Works, Everett; and the "head" is equipped with a Groco toilet.

No Adverse Legislation In California

The Northern California Sea Food Institute was told at a recent meeting that all adverse bills affecting the state's fishing industry had been defeated. The speaker was John Gilchrist, legislative representative of the group, who reported on his work at Sacramento during the 1955 legislative session.

J. C. Tarantino, Bell Smoked Fish Co., secretary of the Institute, presided at the meeting in the absence of Joe DiVincenzi, Marine Packing Co., president. Leaders of the Institute are working to make it state-wide, rather than just a northern California organization.

Veteran Salmon Cannery Superintendent Passes

Peder K. Clausen, retired Alaska cannery superintendent, died June 23 at his home in Seattle, aged 73. Mr. Clausen, a native of Norway, engaged in salmon cannery work from 1902, when he first went to Bristol Bay, until his retirement in 1940, and was superintendent of Libby, McNeill & Libby plants on Bristol Bay and at Yakutat since 1916.

Mild Curing Revives On Columbia River

Mild curing of salmon on the Columbia River, of which none was reported last year, and none of any consequence for almost 20 years, has suddenly been revived, with several packers splitting troll Chinook to meet a substantial domestic demand. Leading operator in this line is said to be the Columbia River Packers Association, Inc., whose head splitter is the veteran John Olson.

Ship-to-Shore Phone Expansion Planned

Pacific Telephone & Telegraph C recently applied for permits to bui four new transmitting-receiving st tions in the Puget Sound district f expansion of its ship-to-shore radi telephone facilities. The stations, ea with a range of about 30 miles, a planned for Seattle, Tacoma, Po Townsend and Bellingham, and cou be in operation 30 days after FC approval.

Revision of the present system British Columbia to coincide with t new network would provide conta with phones ashore all the way fro Olympia to Cape Scott. Plans to avo conflict between Canadian and U. frequency assignments have been a proved, in principle, by the authoriti of both countries.

Pacific Telephone will offer co plete service with the new system, i cluding leased equipment aboard shi Full selective signalling will enab operators to dial a particular boat ring a bell and operate a light on t vessel, avoiding the necessity of co stant monitoring of the public chann aboard ship. Shipboard equipme will be more compact and easier use, with smaller, lighter antenn than at present.

Japanese King Crab Production Gaining

Production of canned King cr meat by the three Japanese high-s motherships was reported at June as 111,239 cases (48 halves). *To Maru*, operating in the Bering S area, had 37,616 cases, includ 36,580 King and 1,036 "Zuw crabs; in the Okhotsk area, *Haku Maru* had 31,337 cases and *Yo Maru* 42,286 cases, all King crab.

Besides these high-seas packs the "hairy" crabs packed on H kaido, by the same date some 50, cases of Hokkaido King crab been canned. In this, the first post year for floating crab canneries the Okhotsk, the operation was nounced as tentative, but produc is proving quite satisfactory.

Fishway Contracts Let

Two contracts, part of the Col bia River restoration program, v let at the end of June by the W ington State Fisheries Departm One is for a 60′ vertical-baffle fish at Klikitat Falls, $34,600; the o for a 180′ steel bridge across Washougal River for an access to the site of a projected sal hatchery, $46,749. Three obstruc to salmon migrations in the Kli gorge have already been remove blasting.

FOOD FISH MARKETING

ection of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

August, 1955

una Consumption Gains, ut Competition Is Stiff

While the national sales picture for nned tuna in the first five months 1955 was considered brighter than the same period last year, sales nagers of California canneries de- red that their share in the increased es was not necessarily consistent th the slightly increased movement m grocers' shelves.

Imported tuna, and tuna canned by ocessors outside of California, gely from imported frozen fish, re competing strongly with adver- ed California brands, they said.

There was indication that the de- nd for Albacore would be stronger the next few months. The Fish and ldlife Service reported in June that lifornia canned white meat fancy, vertised brands, was selling, cases 48s, 7-oz. cans, for from $14.75 $16.25; chunks, 6½-oz., $13.00 to $4.95. Light meat, fancy, advertised, s quoted at $13.50 to $15.00 per se; chunks, $12.50 to $13.50; pri- te labels, Albacore, fancy, $12.50 $13.50; chunks, $11.50 to $12.50; vate labels, light meat, fancy, $1.60 to $12.25, and chunks, $10.50 $11.50.

The chunk pack in California's tuna oduction picture continued to dom- te in May and there was a pick-up the California pack of specialty oducts, such as tuna-and-noodles.

In a speech before the National acaroni Manufacturers' Association San Diego, James B. Lane, presi- nt of Breast-O'Chicken Tuna, Inc., ted that related-item selling, when operly conceived and promoted, is proven method of retail merchan- ing of tuna; that tuna is highly vertised and is a fast-moving item th a good profit margin. He recom- nded that related items (including, course, canned tuna) be displayed gether but priced separately.

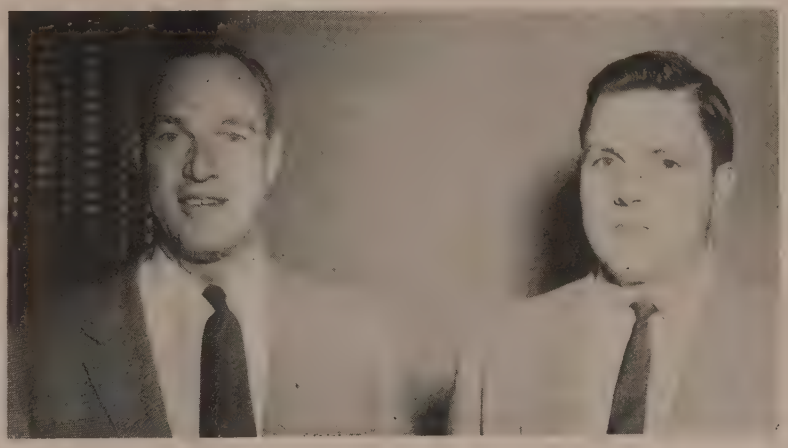
Chicken of the Sea tuna put on of its biggest in-store promotions enable Southern California grocers to cash in on the opening of Disney- land, near Los Angeles, in July. Known as Pirate Ship Value Days, it was keyed to the full-rigged, full- sized *Pirate Ship* seafood restaurant in the heart of Fantasyland, one of the four areas in Disneyland Park.

Tuna packers were highly aware, as summer neared the mid-mark, that the meat industry would continue to give stiff competition in the fall and winter months.

There were some interesting retail price variations in Southern California newspaper advertising in June. One market in San Diego advertised Van Camp chunk for as low as 23c, and another, 2 cans Van Camp chunk for 49c. The Mayfair chain advertised Carnation chunk at 27c. San Pedro grocery advertising offered the new Del Monte tuna chunk, four cans for $1.00. Other stores were advertising Chicken of the Sea and Star-Kist chunk for 27c to 29c. Breast O'Chicken was advertised in Los Angeles for 25c, chunk, at the Von's markets.

Stiff competition for frozen tuna pies by other items of this type was reflected in the offering of Chicken of the Sea pies at five for $1.00.

Somewhat startling, price-wise, was the advertising of Food Club *solid pack* light meat at five for $1.00 by the Alpha Beta chain in Los Angeles. Bumble Bee, packed in Oregon, was advertised in Los Angeles at 25c, light meat chunk.



Wm. D. Moore, Jr., left, has been named chief of quality control for Van Camp Sea Food Co., Terminal Island and San Diego. Formerly he was manager of foreign operations for the company. Right is Al Crosson, Van Camp's sales promotion manager.

California tuna canners were noting that, although sales were relatively normal, inventory carry-over from 1954 and accumulated since the first of the year was higher than in 1954, and they were meeting the situation by increased sales efforts through advertising and through their association's promotional emphasis on the versatility of canned tuna for the menus of the American housewife.

An interesting statement regarding the U.S. market for Albacore has been made by the public relations firm serving the California Fish Canners Association. The Los Angeles representative of Theodore R. Sills & Co. cites the fact that the consumer demand for Albacore has averaged two-and-a-half million cases per year for the last three years. To can this many cases of whitemeat tuna requires a minimum of 40,000 tons of Albacore. Last year's domestic catch was 13,000 tons. Imports of Albacore have averaged 21,000 tons over a three-year period.

High Percentage of Halves Due in 1955 Salmon Pack

Progress of the new packing season has been absorbing much of the attention of both sellers and buyers of canned salmon and, by unanimous report of Seattle sales agencies, the spot market continued in the doldrums through early July. Of course there has been very little to offer except halves of a few higher-priced items, with which the trade seems to be adequately supplied; and there is an urgent and growing demand for talls of all species for early shipment, with no sizeable deliveries yet possible. A marked increase in activity is accordingly expected this month.

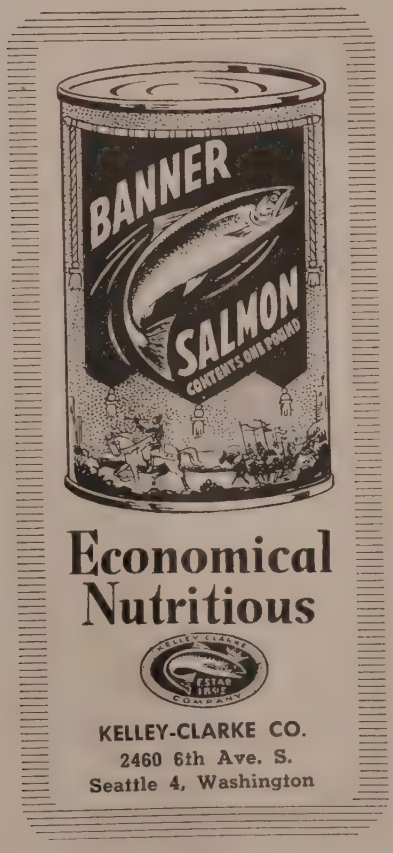
As for production, early pack reports from Alaska, at least, have been very disappointing, though no estimate of the final outcome is yet warranted. One thing, however, seems evident: Chums are scarce nearly everywhere, and there will be no repetition of last year's large early output from Southeast Alaska. It also appears that, despite the early cleanup of last year's tall cans, a larger percentage of the pack of all species will be in halves than ever before; and many sales agencies are giving more attention to this size.

Early arrivals from Alaska are the subject of prime interest. With the Copper River season practically over in late June, the bulk of the pack there (including, contrary to last month's report, relatively few talls) had reached Seattle by early July, but no effort was being made to sell it and no opening prices have been set. It includes well over the average number of Chinooks, though the Sockeye pack is little more than half last year's, and about equal to the average of the last 20 years.

A few Red talls have come in from other areas, and one small lot, at least, is known to have found ready sale at $29.00. No Pinks had arrived by presstime, but some sellers were asking $21.00 for talls, to arrive. The early Chums were starting to come in, and a number of carloads were rushed east via Prince Rupert. Some sellers were asking $17.00 for early Chum talls, though a good many were offered at $16.50, and consigned stocks of old goods in a few markets were said to be cleaning up on the basis of $16.00, Coast. A considerable volume of S.A.P. and firm-at-opening orders for Red, Pink and Chum talls was reported booked for earliest-possible shipment.

Puget Sound and Alaska Sockeye halves of 1954 pack, which seemed so plentiful a few months ago, are becoming definitely scarce, at least on the Coast, mainly as result of the export buying that started in April. Business from that quarter continued on diminished scale, through most of June, with prospects of more business later. Meanwhile, notwithstanding the talk of dull business, it now appears that the majority of packers are sold out of these items, with really little left available for the open market — although there are still substantial supplies held on consignment in some of the major markets. The feeling as to prices on Sockeye halves is a little stronger, and the holders of new-pack Copper River goods are definitely hopeful of getting better prices than last year.

Halves of other species are, as they have been for some time, very scarce, though there are still a few small scattered offerings of Cohoes, Chums and even Pinks, though the latter are very nearly exhausted. Columbia River fancy Chinooks — relatively plentiful after the excellent spring season—are moving at about a normal rate.



Here's the dress worn by Smiling Oyster's novel product, oyster sticks, just offered in national frozen food channels.

Oyster Sticks Join Parade

Smiling Oyster sticks joined the owing family of cooked and ready--heat frozen sea foods in stick form is summer when the Olympia Oyster o. introduced its new product roughout the Pacific West, and with distribution in key centers as far east as Chicago.

The oyster sticks are packed in the company's new plant at Shelton, Wash., where the Pacific oysters, with *Golden Dipt* breading and batter mix, are formed into sticks, pre-cooked to a golden brown and packed 10 sticks to an 8-oz. carton for freezing in the company's sharp freezer at—20°.

The cartons of oyster sticks are protected by a waxed overwrap in a distinctive blue background, manufactured by the Western Waxed Paper Division of the Crown Zellerbach Corporation.

Sales of the new product are in the hands of B. L. Taylor, Olympia Oyster Co. sales manager, and James A. Edington, national sales agent.

The next item is a companion product to the company's whole Pacific frozen oyster packed in a 10-oz. tin. In selling the sticks Mr. Taylor and Mr. Edington have found the consumer keenly interested in oysters in a different style, and that the product appeals not only to the experienced oyster eater but also to many persons who have thought they did not like oysters—and particularly to children, for whom the nutritional qualities of oysters are particularly desirable.

The Olympia Oyster Co. is believed to be the oldest firm in this business on the Pacific Coast. Its present ownership, which includes a number of leading Olympia and Shelton businessmen, acquired control of the company in 1948, and has made an astonishing record of business-building since. Volume of business is reported to have grown 70 times during the period. The gains are attributed to systematic operation and scientific oyster culture, tied-in with strong promotional activity, retail sales coordination, and new product research and development.

Next product to be introduced is expected to be the company's concentrated frozen oyster stew, which has been perfected and is expected to be in commercial production and on the market shortly.

President of the Olympia Oyster Co. is Dr. T. Reed Ingham, other principals including T. C. Rowe, William G. Reed, David Fogg, Ray Bordeaux and Walter Draham. Manager of the company's plant is David C. McMillin, marine biologist.

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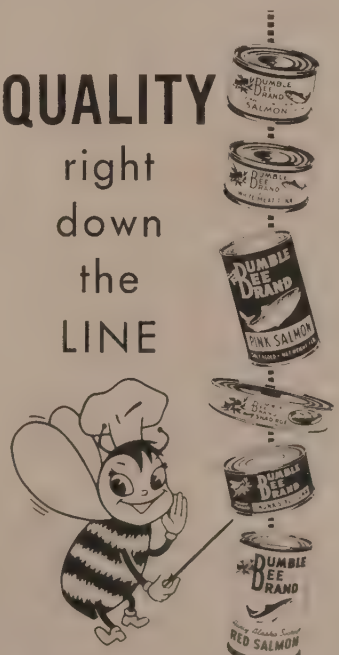

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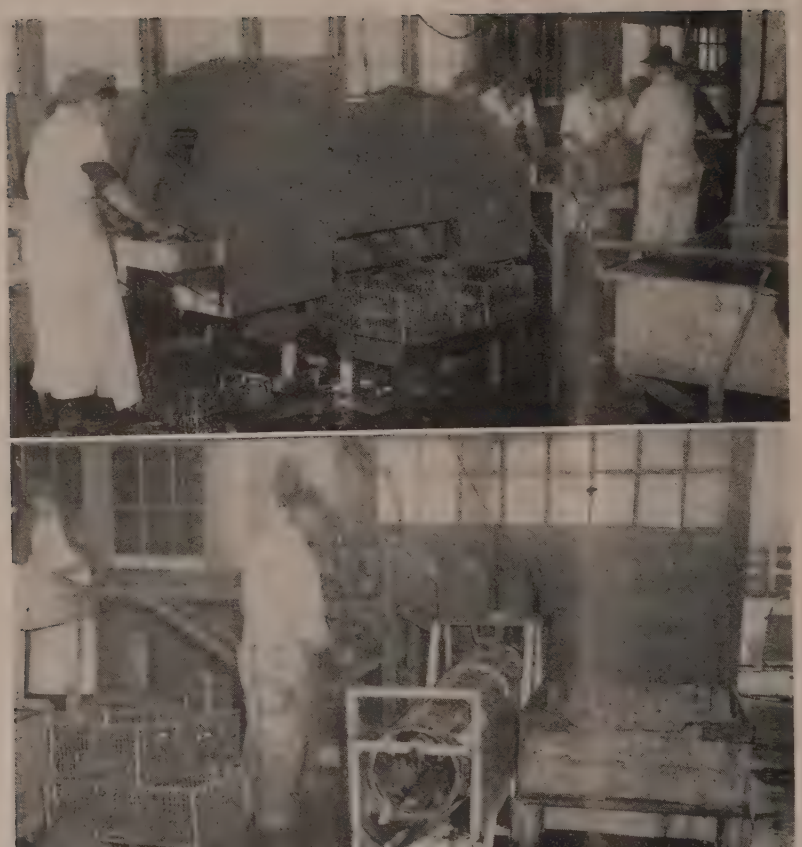
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon



Rowton herring filleting machine is shown in the top picture operating in the B. C. Packers' Imperial cannery and producing "butterfly" herring for the "Tasty Snack" pack. **Fillets** of herring are washed in the trommel shown in the second picture before going to the Torrey smoking process.

Canadian Herring Tasty Snacks Hit New Quality High

● A smoked herring delicacy which is making marked headway in the Canadian market is now being produced in a full scale operation at the Imperial Cannery of British Columbia Packers, Ltd., Steveston, B. C.

The company began experiments with a fancy herring product during the war and came up with a smoked herring tidbit which was marketed under the trade name *Tasty Snacks*. However, the war curtailed the use of tinplate in canning fancy foods, and the operation was suspended for the duration.

In 1947 canning of smoked herring was resumed and in subsequent years output increased as consumer demand built up, until this year the company will market over 20,000 cases.

The actual canning operation starts with a Rowton Herring Cutlet Machine, into which herring is fed tail first, emerging completely cleaned in the form of a "butterfly" cutlet. Fro the Rowton machine, supplied b Grove Processing Equipment, Ltd., th fillet enters a rotary screen washe where scales are removed and the fis thoroughly washed. Then the butte fly fillet goes into a brining tank an is immersed for five minutes befor going to the cutting tables where th fillet is cut to packing size. They ar then placed on trays to drain. Rack holding dozens of these trays enter th Torry Research Station-type smok house and remain in the chamber fo 90 minutes at 80 degrees Fahrenhei The tangy smoked flavor is imparte by oak sawdust.

● *PRE-COOKING*—From the smok house the fillets move on to the secon series of operations. First to the fil ing tables, where they are manual packed into oval tins. Cans are the placed on a conveyor and transporte to the steam-box turnover. Period checks are made enroute to assu proper weight at quality.

At the steam-box turnover the ti of smoked herring are inverted befo entering the steam chamber. This o eration is to allow excess oils an moisture to escape, which prever herring from literally being boiled oil. The tins are placed on a tra then covered with a special perforat kraft paper. A wire mesh top the sam size as the tray is then placed over t paper, and the whole unit turned ov mechanically, putting the tray in po tion to slide into the steam-box. T use of perforated kraft paper was d veloped for the pre-cooking of tu The paper prevents the wire me from marking the fish, which co free from the smooth surface with damage.

The steam-box is 40′ long and w built by a former foreman of the c nery, Paul Cote, who in his many ye before retirement built several pie of equipment for the company. La trays move through the box autom cally, and after 15 minutes at 2 emerge at the outlet end. There tins are flipped right side up, and individually into the Western C closing machine, supplied by the A erican Can Company.

Heating in the pre-cook process p duces sufficient vacuum in the after they are closed to eliminate use of a special vacuum packing chine.

A washing process removes oil other particles from the tins as journey along a conveyor to huge kets. These, three at a time, are pl in a vertical retort for further pro ing, and after an hour at 240° the are allowed to cool before being moved. Temperature and pressur

Smoking of the fillets is done on tray, which women in the third picture are loading with the little fillets.

Perforated kraft paper is placed over the open oval cans of "Tasty Snacks". Then the screen covers them and the entire tray is inverted before entering the precooker. In the precook the excess moisture drains through the perforated paper and the screen.

der and controller of the Retort automatically controlled by instruments.

The final phase of the operation is side labeling of the tins, and the per labels are affixed manually in the packing department. The oval can tops are attractively lithographed in colors, providing a most effective and permanent display label.

Extensive advertising and promotion is going ahead to further acquaint Canadians with a tempting taste treat. • *Tasty Snacks* differ importantly from Norwegian kippered snacks, which are widely used. In the first place, *Tasty Snacks* are made from smaller and more delicate herring. Secondly, the smoke curing is much lighter, leaving the fish with a fresh but zestful flavor, milder than that of the Norwegian product.

Finally, the British Columbia item has a somewhat sweet taste as compared with the European article. It is truly delicate in character, interesting in flavor and notable as a fancy seafood which elevates the British Columbia herring to new levels of quality.

Ice Harbor Dam Action Low Blow for Fisheries

Salmon suffered a serious blow in the Senate of the United States in July with the inclusion of $1 million in the appropriations bill to start work on the Ice Harbor Dam on the Snake River, just above its confluence with the Columbia.

This structure is generally regarded as the most destructive to fish life of any of the remaining projects for the Columbia River system, as it would impair or perhaps destroy the spawning potentialities of the entire Snake River basin.

For years the sport and commercial fisheries interests have fought Ice Harbor successfully, contending that nondestructive power sites should be developed first.

All four senators from Oregon and Washington are supporting the Ice Harbor Dam project.

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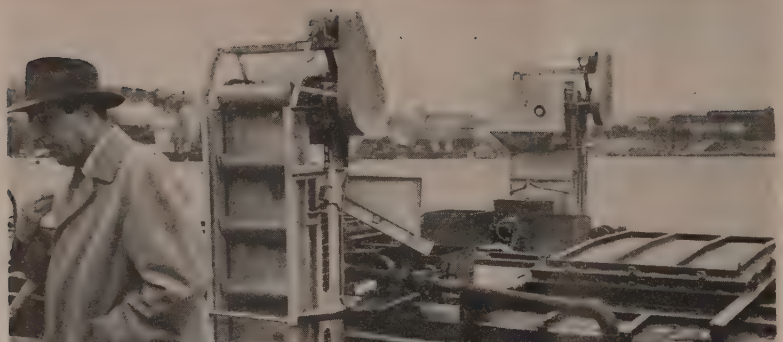

Looking over the top of tanks in which salmon will be carried in chilled sea water on the new Libby scow. Heads of the two Flohr vertical elevators are seen at center, with chute from that on left leading to intake opening of tank. At left, E. B. Genung, Jr., of the Refrigeration Engineering Co., which installed the refrigeration equipment.

Sea Water Chilling Outfit Installed on Libby Scow

Use of chilled sea water to keep salmon in prime, fresh condition during transportation to the canneries is receiving much attention from salmon canners this season. Several vessels have been specially equipped for the purpose, as the first trial of this method on a really substantial commercial scale—a method which seems to offer important possibilities, not only of overcoming some of the industry's long-standing difficulties, but of increasing flexibility in cannery operation.

One application of this method by Libby, McNeill & Libby, who ha equipped a 72′ salmon scow w tanks, refrigerating machinery, e to be used in their Cook Inlet op ation. The mechanical layout was signed and installed by the Refrig ation Engineering Co., Seattle, w have been studying the practi phases of such application for seve years: the steel construction (tan elevators, etc.) being done by Fl & Co., Seattle.

On either side of the midships of the scow, with a narrow space tween, is mounted an insulated st tank designed to carry 20,000 salmon in sea water, while farth toward the ends are housings for power and refrigeration machin and living quarters for the one-m crew.

The tanks are 14 x 16′, rising above the deck, and insulated w 2″ of cork. Each has a large wat tight hatch, and a smaller hatch each side of the scow, with high co ing, through which fish are put On each side of the scow, amidsh (so that boats can unload on b sides) is a vertical steel fish eleva rising from deck level high enou to drop fish through a chute into small hatches. The tanks are arran to discharge, through water-ti

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gates, on one side only; dropping the fish to the foot of the cannery elevator. Unloading is mostly automatic.

Toward one end of the scow, adjoining one of the tanks, is the refrigeration equipment—two York compressors, one 15-hp and one 7½-hp —with motors and compact salt-water-cooled cupro-nickel condensers. Toward the other end is the diesel-electric power plant. Circulation of the sea water is accomplished by two 5-hp electric pumps, mounted outboard on the sides of the tanks.

A feature of special interest is the method of chilling the sea water—called a "serpentine raceway" by the Refrigeration Engineering Co., its designers—which occupies the space between the fish tanks. Aside from efficiency in chilling the water, its particular advantage is that it avoids the placing of refrigeration coils inside the tanks. Water is pumped through this raceway—and circulated through the tanks—at the rate of 500 to 700 gallons a minute, which brings 50° sea water down to 30° in 12 hours. Salmon immersed in the chilled water at 60° are brought down to 30° in 30 hours, and held constantly at a temperature just above freezing, so that the progress of deterioriation (which is known to increase 100% with a rise from 30° to 32°) is held to a minimum.

On the basis of experiments E. B. Genung, Jr., of the Refrigeration Engineering Co., says salmon held in this way for as long as two weeks "look like they are ready to swim away". Being very little heavier than sea water, they are held in suspension so that crushing and distortion are entirely avoided; and there is no perceptible penetration of salt, as there would be in stronger brine. Even in tests of eviscerated salmon, he says, there has been neither salt penetration nor leaching, and no loss of color.

The Libby installation was made under supervision of Mr. Genung, in close collaboration with K. K. Kent, Libby, McNeill & Libby's district superintendent; Les Hooey, superintendent (whose interest in this development has been especially keen), and Phil Callahan of Libby's canned salmon research department. At the invitation of Guy G. Graham, vice president in charge of Libby's canned salmon division, a large number of cannerymen went to the Libby dock on Lake Union a couple of days before the scow went north, and examined the outfit with keen interest.

Application of the sea water chilling system is not limited to transportation of fish, but is also expected to be very useful in holding salmon in the canneries before packing. Aside from the installation described above, Refrigeration Engineering Co. this spring installed a very similar system on a new 74′ steel fish-carrying vessel for Whiz Fish Products Co., Seattle; and also has been replacing some fish bins with sea water chilling tanks in canneries of the Haines Packing Co. on Lynn Canal and Port Chatham Packing Co. on Cook Inlet.

We're Modest—But Pleased None-the-Less

PF is happy to receive a letter from G. Clifford Byrd, director of the Technology Division of the National Fisheries Institute, which warms our heart. In it he says:

"I certainly want to congratulate you and your staff on the splendid writeup you did in reporting the N.F.I. convention held in New Orleans. I liked the interesting way in which it was written, and also admired the pictures, as everyone was recognizable. (Sometimes this is not always the case.)

"You stated that the Pacific Coasters were prominent at the convention, and you were so right. They are always great contributors."

McCallum Now Regional Vice-Pres. of N.F.I.

John W. McCallum of the McCallum-Legaz Fish Co., Seattle, was recently elected vice-president for Region V of the National Fisheries Institute, to fill the vacancy created by the resignation of Brad Hall, Seattle branch manager of Booth Fisheries Corp.

Jack Alhadeff, head of Whiz Fish Products Co., Seattle, was chosen to take Mr. McCallum's former place on the Region B board of directors.

* * *

Wallace Dakes, Eureka fisherman, recently had a fathometer installed on his boat *Sea Biscuit*, at the Gillen Marine Ways.

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Milton James Leaves North Pac. Commission

Following his return from Rome, here he attended the International sheries Conference, Milton James, ho has been director of the North acific Fisheries Commission since s creation, has retired and settled wn at his home in Olympia, Wash. e had been making his headquarters r the past year at the Commission's fices in Vancouver, B.C.

Until a successor has been apointed, Dr. Hiroshi Kasahara, astant director, is acting as director. hen. Mr. James undertook his duties r the Commission it was on the nderstanding that the appointment ould be temporary. He was taken t of retirement to assume the office id for several months had been xious to return to private life.

ing Crab Price Usage ttacked by Federals

Following the pattern of the cases ought against a number of Alaska lmon canners and also Alaska razor am canners, the Federal Trade Comission in July charged Alaska King ab canners and Cordova area crabeat producers, and the unions with hich they deal, with practices in reraint of trade.

Essentially, the government contends at the unions are not of a character hich entitles them to exemption from e application of the anti-trust law; d that it thus is improper for the operators to deal with these unions in atters of price, and to agree with em as to the minimum price to be id for crabs.

Consent decrees in which the defendants agreed to abandon the practice der attack were entered in the salon and razor clam cases.

Defendants in the crab cases are: ited Fishermen of Alaska, Kodiak; odiak Fish Producers Association; and Seafoods, Inc.; King Crab, Inc.; odiak Sea Foods Packing Co.; Corva District Fishermen's Union; Copr Delta Sea Food Co.; Cordova Fish Cold Storage Co.; H. M. Parks Co.

assiar Co. Takes Over eveston Cannery

The Cassiar Packing Co., Ltd., aded by A. E. Macmillan and opting for many years on the Skeena ver, B.C., recently acquired the eat West cannery of the Great West cking Co., Ltd., at Steveston on the aser, thus giving Cassiar plants in two main salmon areas of British olumbia. It is announced that Ken ston will continue as manager of Steveston plant.

Now It's Drs. Mathisen, Koo, Smoker & Salo

Among the degrees of Doctor of Philosophy granted by the University of Washington at its mid-June commencement were four to active research biologists in the field of fisheries:

Dr. Ole A. Mathisen and Dr. Sweiyen Koo of the Fisheries Research Institute staff; and Dr. Ernest O. Salo and Dr. William A. Smoker of the Washington State Department of Fisheries research group.

Dr. Mathisen's doctoral research was concerned with the effect of sex ratios in the spawning effectiveness of Red salmon. Dr. Koo's work involved advanced interpretation of salmon scale readings. Dr. Salo's research was directed at factors governing salmon return to the Minter Creek hatchery. Dr. Smoker's studies dealt with the effect of stream run-off on the survival of Silver salmon.

Columbia River Summer Season Fair at Start

The Columbia River's summer salmon season, opening June 20 below and July 4 above Bonneville, started with what were considered very fair catches in the Astoria district, with some boats landing nearly 1,000 lbs. the first night and an average between 400 and 500 lbs. Within a few days, however, the average fell to around 100 lbs.; and in early July a freshet was interfering seriously with gillnet operations.

R. G. Lucks Now Chairman Of Alaska Packers Assn.

At the recent annual meeting of the Alaska Packers Association, R. G. Lucks, formerly a vice-president, was elected chairman of the board of directors, succeeding Roy L. Pratt, who remains on the directorate. Mr. Lucks has been president of the California Packing Corp. for some years.

At the same time, J. E. Countryman was chosen to succeed Mr. Lucks as a vice-president; and M. E. Brooding, long prominent in Calpack affairs, was elected to the directorate. Aubin R. Barthold continues as president of Alaska Packers.

Calif. Shrimp Catch Ahead of Last Year

Production of ocean caught shrimp in California waters in June was 75,000 lbs.—a rate which, if continued, would bring the 1955 total well over that of last year.

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POFI Tags Many Mid-Ocean Tuna

Three vessels of the Pacific Fishery Investigations—research ships *Charles H. Gilbert* and *Hugh M. Smith* and the chartered vessel *Commonwealth*—returned to Honolulu June 10, 14 and 17, respectively, having been out since early May.

The *Gilbert,* engaged in tagging, mainly between Lanai and Kauai, attached white plastic tubing "tags" to 587 Skipjack (aku), bringing the season's total to nearly 700. Information from the recoveries, says O. E. Sette, former POFI director, will provide the first concrete evidence regarding the growth and migration of this species, which provides summer fishing for the sampans and supports the only fish canning industry in Hawaii. Fishermen are accordingly asked to be on the lookout for tags on any aku taken, and the full market price will be paid for any tagged fish turned in to POFI.

Boats of the local aku fleet are also taking part in the tagging work, starting June 8 with the sampan *Kilohana,* Capt. Toma, with biologists aboard.

The *Smith's* primary mission was to gauge the abundance of Albacore north and northeast of the Islands in early summer, and compare their distribution pattern with that revealed last winter; but only one Albacore was taken in this area by intensive longlining and trolling, compared with substantial numbers last fall and winter. Similar results had been reported by the FAWS vessel *John R. Manning,* fishing farther west. A good concentration of bigeye tuna, however, was found about 700 miles northeast of Hawaii, and 15 of them were tagged.

The *Commonwealth* longlined and trolled for Yellowfin in equatorial waters around the Line Islands, to fill in details of seasonal and annual changes in abundance and to tag tuna for migration studies. Best longlining was found about 5 miles south of Fanning Island, where the catch ran 6.3 per 100 hooks. Best trolling was at Palmyra (20 Yellowfin in a day) and Kingman Reef (24 in a day). Trolling also caught 135 wahoo (ono). Of the Yellowfin caught, 106 were tagged and released.

Independent Cannery Rebuilding at Ketchikan

Independent Salmon Canneries on Tongass Ave., Ketchikan, is in the middle of a $60,000 removal and rebuilding project made necessary by the waterfront arterial highway. A new two-story apartment is being built north of the cannery, which will contain mess hall, kitchen and storage on the main floor, and the superintendent's apartment and three extra rooms on the upper floor. A 15′ strip was cut off the front of the cannery, necessitating changing the office, building a new salt room and rearranging some equipment.

Southern Calif. Fisheries Assn. Enjoys Outing

The first annual outing of the Southern California Fisheries Association was held recently and was hailed as an outstanding success by all who attended, according to Joe Sulentor, president.

Program included golf, dinner and entertainment. The Southern Califo nia Fisheries Association, which r cently completed a successful Fi Annual Fish Week, plans to ma the outing an annual affair for membership.

Winners of the golf tourname were Dick Numamoto, Pacific C Fish, "A" Flight; Frank Tuchiy Pacific Cal Fish, "B" Flight; a Frank Thomas, Guest Flight.

Japanese Whaler Active In West Aleutian Area

This year the Japanese governm has licensed only one whaling moth ship for operation in the west Aleutian Islands area, compared w two in 1954, when the *Kinjo M* and *Baikaru Maru,* with ten ki boats, killed 2216 whales betw May and September.

The operation, as last year, is ing conducted jointly by Ta Hyogyo K.K., Nippon Suisan K and Kyokuyo Hogei K.K., with mothership owned by the last-nam This 11,448-ton vessel, remodeled re-named *Kyokuyo Maru,* with 8 k boats, arrived off the Commando Islands May 26, and by June 12 Lat. 52°-24′ N., Long. 165° E., ported a catch of 125 blue, fin seine whales. The whale meat being delivered to Hokkaido port transports.

Larkin Named Fisheries Director at U. of B.C.

Dr. P. A. Larkin, former biologist for the British Colu Game Commission, has taken the post of fisheries director a University of British Columbia will continue to work with the commission in an advisory cap

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LINES and LEADERS

n and Seafood Division of letio Seafood Company Sold

. William and John H. Meletio an- nce the sale of the Fish and Seafood sion of Meletio Seafood Company, St. is, to Carl Pass, St. Louis. The sale e is reported to be in excess of $1,000,- Mr. Pass, well known in the seafood stry, announced the sale becomes ctive July 8, 1955, and that no changes ersonnel are contemplated. G. William John H. Meletio are to serve the new ers in an advisory capacity for a per- of five years.

hn H. Meletio emphasized that the of the Seafood Division does not in way include or affect the Golden Dipt dy-Mixed Breading Division, which is to be known as the Golden Dipt Divi- of the Meletio Company.

addition, Mr. Meletio announced that as soon as the building program now er way at Millstadt, Ill., is completed, mixing and packaging departments of den Dipt will be moved. In the past Golden Dipt Mill has been at Millstadt, the mixing and packaging operations ted in St. Louis. Now with the entire ration located in the heart of the soft er wheat belt, at Millstadt, Ill., Golden Ready - Mixed Breading customers benefit through faster service to meet r expanding requirements.

Ji McCulla Joins Jonson Public Relations

mes W. (Jim) McCulla, newspaperman former reporter for the European dition of the Army daily, **Stars and Stripes**, has joined the public relations f of Johnson Motors, outboard manu- facturers, Waukegan, Ill.

McCulla will handle writing assignments and serve as publications chief of outboard and boating information.

The firm's public relations department is an information service agency, serving as counsel in public relations to the firm's 3,400 dealers.

Reidar Gjolme Retires; Succeeded by Bowlds & Son

Reidar Gjolme, who since 1921 has represented O. Mustad & Son's "Key Brand" fish hooks in Seattle, has retired at the age of 76. Mustad announces that, from July 1, the sales agency for Seattle is transferred to H. L. Bowles & Son of Los Angeles, who now have the account for the entire Pacific Coast. Their Seattle representative is C. S. Morris, who makes his headquarters at 17070 Hamlin Road, Seattle 55 (phone GL 2027). Mustad fish hooks, it may be mentioned, have been advertised continuously in "Pacific Fisherman" almost from its earliest issues.

Mr. and Mrs. Gjolme are making an auto trip to California via the Oregon coast route.

Carl Harris Handling Buda and Lathrop Engines

Carl S. Harris, Seattle, who has been connected for years with leading engine sales, is now handling several engine lines plus allied marine products. Harris is selling Buda marine diesel engines through Northwest Motor Parts, Inc., Seattle, and separately handles Lathrop gasoline engines through the H. G. McLaughlin Co., Seattle. While in the field much of the time, he maintains office contacts at Northwest Motor Parts, Buda distributors for the area.

Stay-Tite Company Offers New Product

Stay-Tite Products Co., Cleveland, O., is offering a new marine product, "All-Seal," with the guarantee that it will give outstanding performance as a seam filler, sealer or adhesive under toughest service conditions. "All-Seal," a water-dispersed chemical rubber, is said to become completely waterproof after a 24-hour drying period, unaffected by sunlight, blistering heat or extreme cold, and unaffected by gasoline or oil. It comes in black, white and mahogany, in a plastic applicator bottle, at $1.50.

McKissick Heads Seattle Cooper-Bessemer Branch

John McKissick has been appointed Branch Manager of the Seattle office of Cooper-Bessemer Corp. Cooper-Bessemer's recent announcement states that McKissick will fill the vacancy left by Robert Jones, who was elected to vice-president and district manager of western Canadian sales for Cooper-Bessemer of Canada, Ltd. McKissick has been with the firm for 15 years. He was with the company when it opened its office in San Francisco in 1943, and moved to the Northwest after the war.

Leslie Salt Executives Move Up in Authority

Sheldon Allen, for many years treasurer of the Leslie Salt Co., San Francisco, has been elected president of the company.

Joseph C. Buchen, a veteran of the company, also, and for many years in charge of plant operation, has been elected vice-president; and Harry E. Kellogg, who has been treasurer of the company, has been elected secretary-treasurer.

Fred B. Bain, a director of the company since its inception, and president during the years 1947-1955, becomes honorary chairman of the board, and is retained in an advisory capacity.

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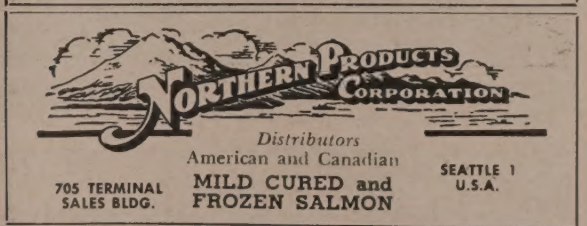

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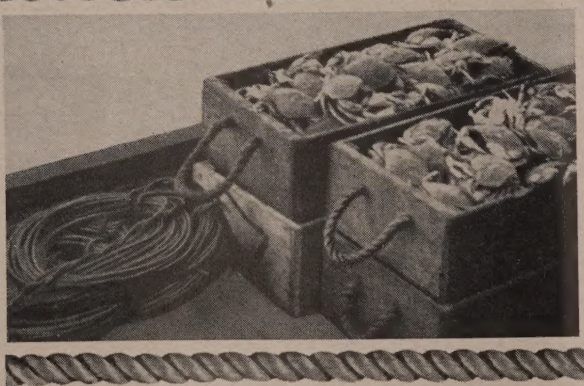

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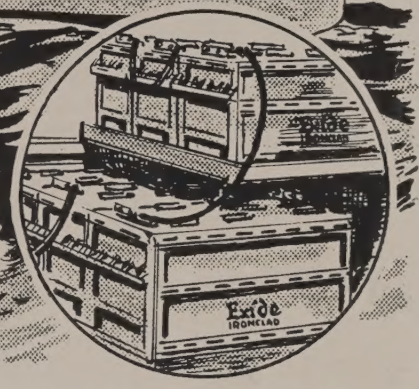

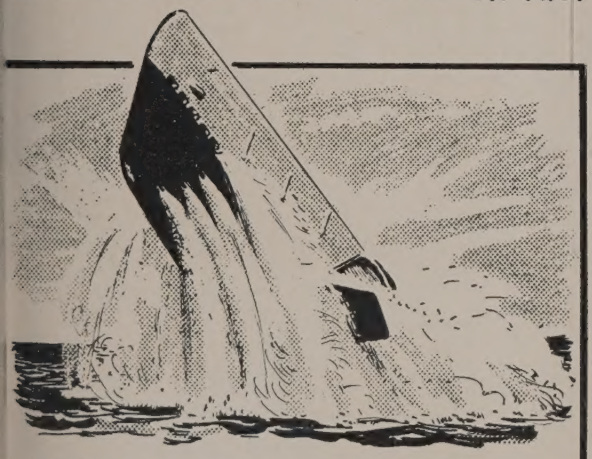

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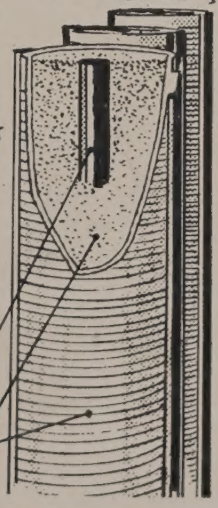

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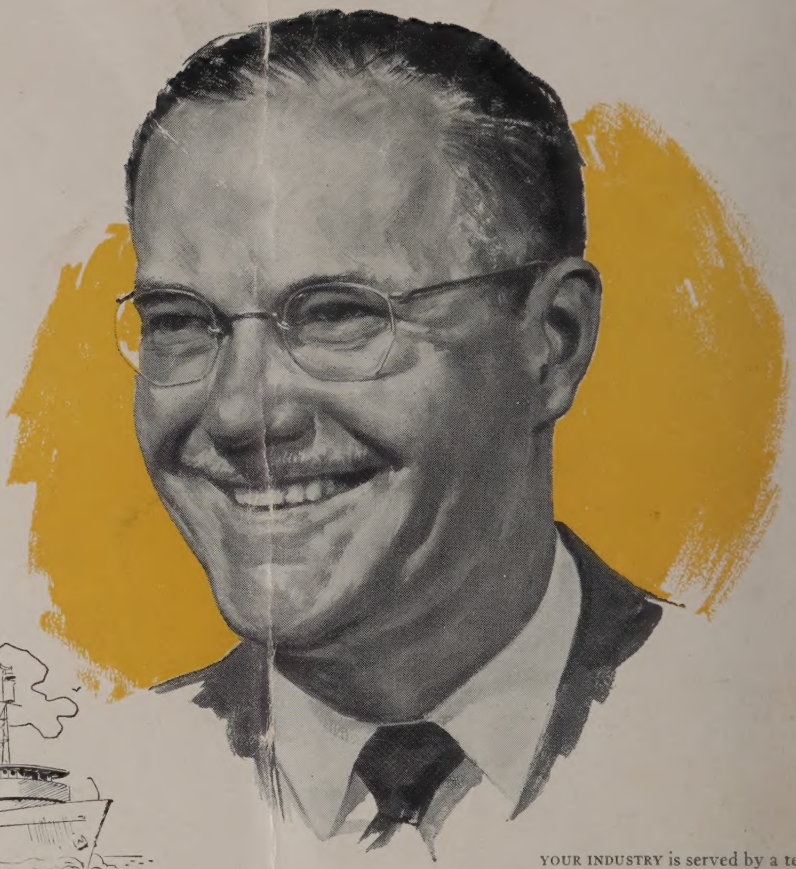

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